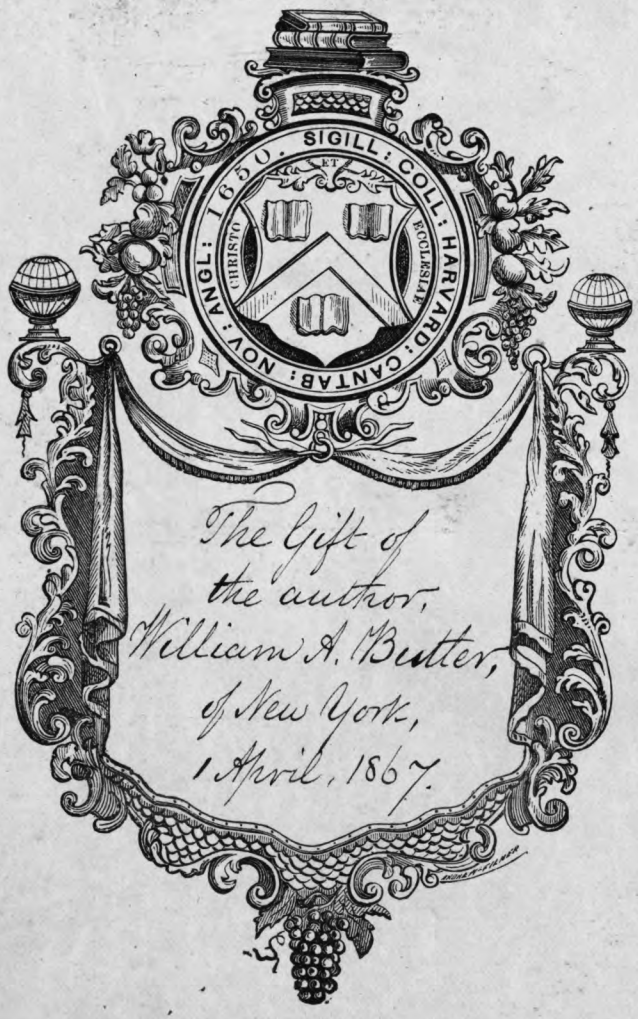
MEMORIAL

OF

CHARLES H. MARSHALL



The Gift of
the author,
William A. Butler,
of New York,
1 April, 1867.

O. H. Marshall

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Gift of
Hon. Wm. Allen Butler
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In collecting the various notices of the death of the late Charles H. Marshall, it may not be amiss to preface them with a sketch of his life and character, drawn from more intimate sources than were accessible to those who took part in the public tributes to his memory. The rare and noble traits, commemorated with so much sincerity and warmth in the proceedings and addresses, which this memorial volume is chiefly designed to perpetuate, had their main source in the discipline of a laborious, self-reliant life, whose early training was in the rough school of the sailor, but which was always shaped and guided by high and intelligent aims. It was a life of no more incident or adventure than naturally belonged to the career of an American seaman of the early part of the present century, gradually identifying himself with the grow-

ing commerce of the country, active in all grades of its service, aiding in its large development, and sharing in its full success. The record of such a career has in it, for all readers, something of the interest which attaches to every life-struggle in which an honest, manly purpose grapples with destiny, and succeeds against all odds; but it is chiefly for those who will read these pages with the sympathies of kindred or of friendship that they have been written; and if they include incidents and traits which might otherwise seem too minute and personal, it is because they are meant for that inner circle in which the memory they seek to keep alive and to illustrate is already cherished as a household treasure.

I.

Charles Henry Marshall was born at Easton, Washington County, in the State of New York, April 8, 1792. Both on the father's and mother's side, he was of Nantucket descent. His paternal grandfather, Benjamin Marshall, a Quaker by faith, followed the sea, like most of the men of Nantucket, during a long life, and died in his home on the island. He left a son, Charles, who also began his active life on the deck of a whaler, and for some time sailed out of Nantucket. The Revolutionary War, breaking out about the time of the death of the elder Marshall, greatly interfered with the prosecution of the Nantucket whale-fisheries. The English men-of-war, cruising off the American coast, would often intercept the vessels seeking to make their way into port laden with the fruits of long years of labor and exposure in distant seas, while to send a ship refitted and equipped on an outward voyage was to risk its speedy capture. The hardy islanders, thus blockaded on the side of the ocean by an enemy whom they had no means of resisting, turned their eyes to the main-land. New England, from which their ancestors

had been driven by persecution a century before, was not thought of as an asylum, but the border counties of New York offered a good climate, and cheap land, capable of being easily cleared of the forest and reduced to cultivation. In 1779, a number of families broke up at Nantucket, and crossing to New Bedford, made their way to the Connecticut River, and thence northward, through its valley, to Vermont, and across the Green Mountains to the State of New York. They took up a section of land lying between Troy and Whitehall, in what was then known as the Saratoga Patent, embracing a portion of what is now the richest part of Washington County. This exodus embraced the heads of some fifteen families with their children and household goods. It was six or seven years in advance of the emigration to Claverack Landing, which transferred to the banks of the Hudson so much of the enterprise and wealth of the people of Nantucket, and laid the foundations of the city of Hudson.

Charles Marshall came to the Saratoga Patent in the year 1785, after his father's death. He was yet a young man, and his occupation as a sailor having been destroyed, he turned farmer, and in 1786 married Hephzibah, daughter of Nathan Coffin, one of the first emigrants to New York. Nathan Coffin had been a contemporary, perhaps a shipmate, of his father, Benjamin Marshall. After a life of adventure on the ocean, he had set out, in an ox-team, with his wife, his son, and his daughters, for a new home in a northern wilderness He had experienced something more than mere appre-

hension of peril from British cruisers. Before the Revolution, he had succeeded in saving from the earnings of some prosperous voyages a moderate sum of money, which he put into a common stock with some of his Nantucket neighbors, and, going to London, engaged with them in the venture of chartering a small vessel, which they freighted with a cargo of assorted merchandise for a home port. The war was already imminent, and, fearing trouble, the copartners procured a permit from the English admiralty authorizing them to enter any port on the American coast. They sailed with their cargo and crossed the ocean safely, but as they neared Nantucket were boarded by an English man-of-war; their pass was disregarded; their vessel and cargo was seized as lawful prize, and the whole company, stripped of every thing, were taken to Martinique, and from there to New York, where they were thrown into the prison-ship "Jersey," of infamous memory. In this wretched hulk Nathan Coffin lay for eleven months, sharing the privations and insults which made so many martyrs to the cruelties which disgraced the British occupation of our harbor. The vessel was anchored in the East River, and from time to time was visited by a lieutenant of the British navy, who approached many of the prisoners with offers of commissions in His Majesty's service, provided they would renounce the cause of the rebels, and give in their adhesion to the crown. To Nathan Coffin, who was an able and experienced shipmaster, he made liberal promises, tendering him a command and large pay. The reply of the stout-hearted sailor contained

the whole spirit of the struggle for independence: "You may hang me to the yard-arm of your frigate, but do not ask me to turn traitor to my country!" Isaac Coffin, an own cousin of Nathan, also an able seaman, but lacking the patriotic ardor of his kinsman, yielded to the tempting offers of a commission, rose to the highest naval rank in the British service, and figures on its rolls as Admiral Sir Isaac Coffin. His loyal cousin, plain Nathan Coffin, never forgave what he deemed desertion from the flag and treason against the government of his native country. He persisted in his own choice of steadfast adhesion to the doubtful cause of the colonists, and, after suffering the privations of the prison-ship for eleven months, was at last released. He at once made his way to Nantucket, and shortly afterward, as we have seen, joined the party of emigrants to the colony in northern New York.

Nathan Coffin settled upon a tract of one hundred and eighty acres, lying near the present town of Easton, Washington County, and there spent the rest of his life as a farmer. He lived to see the full triumph of the cause of Independence, and to enjoy many years of peace. He survived until 1813, when he died, at the age of seventy-nine. The War of 1812 was then in progress, and the old man attested his ruling love of country and his hatred of British supremacy in his last moments by uttering the fervent hope that there "might be an honorable peace, or none."

The family of Nathan Coffin had become permanently attached to their new homestead. But the instincts of

their Nantucket lineage led his boys to a seafaring life. One of them, Charles Coffin, left Easton at the age of sixteen, and went to Nantucket, retracing his father's steps, like the sons of the early patriarchs, not like them in search of a wife, but of a ship, the first object in the affections of a born sailor. He served his apprenticeship by sailing on a whaling voyage, and soon showed that the old Nantucket blood had lost none of its vigor in the uplands of New York. While the British navy were practising the impressment of American seamen, which led to the War of 1812, Charles Coffin was chief mate of a ship sailing from New York, called the "Melpomene." On a voyage from New York to Amsterdam, near the entrance of the English Channel, the ship received some damage, and put into Portsmouth, the principal naval station of England, for repairs. She was soon repaired, and got ready for sea. On the day of sailing, the master went ashore for a few hours, leaving the mate in charge, and during the day sent orders to him to "heave short" and be in readiness to get under way. The mate accordingly manned the windlass, and was heaving in the anchor, when a man-of-war's boat was rowed alongside, and a young lieutenant came aboard. He advanced to the windlass and ordered the men to stop heaving. The mate, who was looking out for the cable as it came in, had not noticed the boat or the arrival of the lieutenant, and on seeing the windlass stop, gave the order to "heave away," and turning to the men asked why they had stopped. The lieutenant, with his hand on

his sword, stepped forward rather briskly, and said, "I ordered them to stop!" On this, young Coffin, who was a man of great size and strength, quietly took the lieutenant by the shoulder, turned him round, and marched him to the gangway, through which he unceremoniously tumbled him into his boat. In the shortest possible space of time the "Melpomene" was revisited by the boat, manned this time with an armed crew, and officered from the guard-ship of the fleet. The mate was summarily taken from his deck and put in irons on the guard-ship. He was afterward taken to the flag-ship, and there arraigned before the admiral and his officers. The admiral asked the young man his name. He answered, "Charles Coffin." "Whose son are you?" asked the admiral. "Nathan Coffin's." The admiral hesitated a moment, and then remanded the prisoner, saying that he could not be tried until the next day. The same afternoon the admiral came on board the guard-ship and sent for the prisoner. He said to him privately: "I am Admiral Coffin, your father's own cousin. You have thrown overboard one of His Majesty's officers, and there is nothing to prevent your swinging from the yard-arm, but I will try to clear you." He then instructed his belligerent kinsman to express regret for his hasty conduct, and to make what reparation he could by apologizing for his rashness and violence, and to leave the rest to him. The mate readily acquiesced, and, after appearing the second time before his judge, was sent back to his ship unharmed. Afterward the admiral paid him a visit,

and invited him to dinner. Doubtless he hoped that the part he had taken to protect his gallant young kinsman would prompt kindly thoughts toward him in the heart of old Nathan Coffin.

Hephzibah, the sister of this bold sailor, Charles Coffin, and the daughter of the old patriot, Nathan Coffin, after her marriage with Charles Marshall, became the mother of a family of seven children, of whom Charles Henry, the subject of this sketch, was the third. The farm on which Charles Marshall had settled was a tract of about one hundred acres, lying ten miles north of the clearing of his father-in-law, Nathan Coffin. It was new land, covered with a forest which had never felt the axe, and the log hut which he built was the first sign of civilization which disturbed the solitude of the wilderness. It was a rude structure, about fifteen feet by eighteen, containing two rooms on the ground floor, and one room above, under the roof. The seven children were born in this log cabin, which was, in process of time, replaced by a frame house of ampler size.

II.

The sons of Charles Marshall and Hephzibah Coffin all developed the instincts of their Nantucket lineage. It does not appear that their parents intended either of them for the sea; but one by one, as they grew in years, all their thoughts, conformed by nature to the calling of the sailor, just as the oaks and pines of their native forests were conformed to the framework of the ships into whose structure they were destined to enter, turned in that direction. The sea stories told around the cabin fires, among the snow-drifts of the Saratoga Patent, by the old Nantucket sailors, who looked back wistfully to the calling from which they had been driven, the dangers and excitements of which formed the staple of many a winter's tale, filled the minds of the children who listened to them with all the restless desires which prompt to a sailor's life. The story of his early home training, and of his departure from home at the age of fifteen, is told by Captain Marshall himself, in an incomplete narrative found among his papers, which contains many interesting particulars of his early experiences in "seeking his fortune" before the mast of a

Nantucket whaler. It is an unfinished paper, breaking off abruptly in the midst of his first voyage; but as far as it goes it presents a truthful and vivid picture of his early life, and, with a few verbal alterations, is printed as he left it.

"In the autumn of 1806 my parents, who were residing on a small farm in the same town with my grandfather, about two miles distant from him, were in very straitened circumstances, having to support a large family by what they could raise from their farm. This made it necessary that they should labor from day to day; but, notwithstanding their very limited means and the hardships they had to undergo, they manifested a great desire that their children should have some advantages of education. To accomplish this was a matter that seemed full of difficulty; there were no good schools then in the country—and, in fact, no schools at all, except that now and then one was got up by the neighborhood for three or four months during the winter season. In December of the above-mentioned year my parents conceived the idea of sending myself and elder brother from home to a school about five miles distant, kept by a Quaker lady from New Bedford, Eunice Brown. How was this to be done? My parents had no money to pay for our board, and scarcely sufficient to pay for our schooling. My excellent mother, who was a spirited and ambitious woman, soon hit upon a plan that would enable us to have the advantages of this school. There were two persons

known to us living in the same neighborhood with Eunice Brown, farmers, who, on inquiry, were found willing to receive us as boarders into their families on condition that we would work night and morning in doing such chores in and around the house as might be required of us. Thus, the terms and conditions being completed, we took our small stock of clothing and started for our new residence. We had been accustomed to work on a farm, and therefore it was no burden to us to enter upon the duties that were about to be assigned to us—chopping wood, taking care of horses, cows, etc.; and as we were both at the same school, we were together daily. The winter passed pleasantly, our employers expressing themselves fully satisfied with our services as compensation for our board. We remained through the winter, and returned to our father's house in March, having benefited as much as could be expected. We had been kept at the plain English branches, such as reading, writing, arithmetic, and geography, in all of which we seemed to make respectable progress. It is proper to remark that for some two years previous to my leaving home on this school expedition, I had conceived an idea of going to sea. My grandfather had been a sailor, and his adventures during his sea life I had often listened to with much delight, so that my desire to see something of the world became very ardent, and occupied most of my thoughts. How was this to be brought about? I was almost too young to go away alone, not having attained my fifteenth year; still I was anxious to do

so if I could get the consent of my parents, which, considering my early age and total ignorance of the world, never having been twenty-five miles from the spot where I was born, was a matter not likely to be accomplished without serious consideration on their part and a great trial of feeling on my own part. Still I lost no opportunity to urge them, promising good behavior and the utmost diligence and industry in every thing that I might undertake. My mother finally consented, but it was with a condition that I should go to an eastern port and join a whaling ship that we had some knowledge was fitting for such a voyage. This ship, the 'Lima,' of Nantucket, was commanded by Captain Solomon Swain, who had a nephew, some two or three years older than myself, living in the same town with my parents. All things being prepared, my mother packed my sea-chest with such articles of sailor's clothing as she could procure, together with a quantity of 'prog,' consisting of a ham, a loaf of bread, pies, and crackers, and this, with thirteen dollars in money, which my father with much difficulty had raised, constituted my whole stock. The 15th day of April, 1807, was fixed for my departure.

"As the day approached, the idea of leaving my home, humble as it was, and parting with my affectionate parents, sisters, and brothers, for an indefinite period, and perhaps forever, required all the firmness that I could possibly summon to my aid; I felt at times that I could not endure the trial; but I was ambitious, and my pride had been excited, and I determined to

make a bold push and overcome every difficulty. At last the day arrived, and the wagon which was to convey me to Troy made its appearance at the door; my elder brother was appointed to accompany me so far on my way; we were summoned to the breakfast-table, which we surrounded with heavy hearts. The silence that prevailed, and the tears that were now and then seen trickling down the cheeks of parents, brothers, and sisters, made our parting a trial of feeling almost beyond my power to endure; but, taking fresh courage, I took my leave of all that I held most dear, to seek my fortune I hardly knew where or how. We proceeded to Troy that day, and on arriving, in the afternoon, my first object was to procure a passage in a vessel leaving for New York, which, on repairing to the dock, I secured, without much difficulty, in a sloop that was to sail the following day. My next object was to settle the passage-money with the captain, which I found, to my surprise, would cut very deeply into my limited finances; he said the passage, if I found myself in provisions, would be three dollars, and as that was the plan I started upon, having my ham, bread, and pies to depend on, we soon settled the matter, and after taking leave of my brother I found myself regularly booked and afloat upon the waters of the Hudson. Having recovered somewhat from my excitement and painful feelings, my thoughts began to run upon my future destiny and to realize the fact that my only dependence now was on myself; that I had voluntarily left my home to enter upon the world's stage, deter-

mined, God willing, to make my own way to fortune and fame. The beginning, young and unused as I was to mingling with strangers, and the low state of my finances, rendered my condition at times not only gloomy, but discouraging in the extreme. I could not, in spite of my fixed determination to persevere, keep my thoughts from wandering homeward, and now and then, in my melancholy moments, my heart would almost fail me; but I had put my hand to the plough, my pride was up, and my motto was 'Onward!'

"The next day we hoisted sail and proceeded down the river, the bustle and confusion in getting under way, and trimming the sails to the breeze, the orders from the captain, in a loud voice, and the 'heave oh!' from the sailors when pulling the ropes, struck this poor child of Nature with amazement. Every look from the captain, or sailors, although they were of the fresh-water character, filled me with emotions of fear and trembling; occasionally the sailors would speak to me, asking me questions as to where I was from, whither going, etc., all of which gratified me, as it enabled me to familiarize myself with them, and in doing this I obtained some valuable information as to how I was to pursue my journey from New York. The vessel occupied about four days in reaching her destination, during which time my mind was occupied in the passing events and the manœuvres of the vessel, so that I quite began to recover from my melancholy mood. There were several other passengers on board, who seemed to be of the higher order, and who dined at the

captain's sumptuous table, while I, at the same time, partook of my humble fare of ham and pies, from my sea-chest, often casting a wistful eye toward the rich plum-pudding and sauce that formed a part of the luxuries of his table; these were altogether new sights to me, and the thought would now and then steal upon me, boy as I was, that the captain might be touched with a small spark of sympathy, and extend the trifling civility of ordering the steward to give me something; but I regret to say that during the whole passage down, my heart was never cheered by any act of kindness from the captain, and my only share of the luxuries with which his table abounded was in seeing others enjoy them. There is one incident I must not forget to mention, which occurred on the passage down, proving the necessity, even in that early day, of a Maine liquor law. It seemed to be a custom on board among the hands to exact a tribute from those who had never passed down the river, in other words, from "green hands;" this practice was generally put into execution when abreast of Pollopell's Island, near Newburg, and well do I recollect the time when I was called upon to settle my account, in the shape of a *quart of rum*, to the men belonging to the vessel. They addressed me very politely, saying that this was a fixed custom, and in the event of a refusal to comply, they were in the habit of ducking the person so refusing by making a rope fast to him and gently throwing him overboard. I thought this a hard case, and remonstrated against so flagrant a piece of injustice, saying to them that my finances were

limited, and that it was an insult that I could not submit to. This bold stand seemed to enrage them, and one of their number, a man standing about six feet in his shoes, came with a rope to put around me; this brutal assault, which the captain should have prevented, operated upon my fears, and I gave up the struggle and satisfied them by saying I would pay the quart of rum, which I would buy from the captain. This secured me their friendship; I immediately went to the captain and asked him if he would sell me the required quantity of liquor; he ordered the steward to measure it for me, for which I paid him three shillings and sixpence. Nothing further occurred during our passage down worthy of notice; we came round the Battery about four o'clock in the morning; I was on deck at the time; it was scarcely daylight; in casting my eyes up the East River I discovered a forest, which at first appeared to be trees; I was not a little puzzled at this, but on the approach of daylight, my mind was relieved, as it proved to be a forest of masts. We hauled in at Coenties Slip, and while I had a curiosity to penetrate into the city, I dared not, lest I should not find my way back to the vessel. The captain was kind in allowing me to remain on board until I could get a passage on some other vessel. After looking about the slips I found a sloop bound to New Bedford, to sail in a day or two. I soon arranged for my passage by paying the captain four dollars, finding my own provisions, still relying on my ham and pies; I found it necessary (as the time we were likely to occupy in the passage was longer than I

contemplated) to use economy in the consumption of my stock. This last payment reduced my cash to five dollars. After a passage of about five days we arrived in New Bedford, having had head winds, and spent a day or so in Tarpaulin Bay. My next object was to find a vessel that was going to the place of my destination, Nantucket. I was admonished by the low state of my provisions that dispatch was necessary, and, after cruising along the wharf a short time, I found a small Nantucket vessel loaded with nuts. I soon made a bargain with the captain for one dollar and fifty cents for my passage, and the next day we sailed. We left in the early part of the day, and in the afternoon I found myself safely landed. The captain permitted me to eat as many nuts as I pleased during the passage; this was a favor of no small moment, as my stock was all exhausted, except a small piece of dry bread, and here and there a mouthful which was attached to my old friend the ham. Speaking of the ham, I always regretted that I did not preserve the bone, by way of commemorating the good service it had done me. However, my mind has often recurred to it with feelings of great pleasure. Having now landed at the place where I expected to ship for a Cape Horn voyage, my funds being at a very low ebb, my next anxiety was to procure a place on board a vessel or to find some kind friends to take me on credit for the time I should have to remain, and allow me to pay on my return. I was not long in finding a resting-place. A kind Nantucket lady not only admitted me as one of her family, but often sympathized with me in my gloomy moments,

furnished me with such articles of clothing as I still needed for my long voyage, and agreed to wait the result for her pay. I must not pass this over without expressing my heart-felt gratitude for her kindness. 'A stranger, she took me in, fed, and clothed me,' may she meet with that reward in heaven which is prepared for the just! She lived a good Christian woman, and died at the advanced age of ninety-five years. The next day after my arrival I repaired to the dock in pursuit of the good ship 'Lima' and Captain Swain. I soon found them, and told the captain who I was, and my desire to ship with him. He looked at me and said, 'I want young men, but you are a mere boy, and too light for my purposes.' This answer, though uttered in the kindest manner, shocked me very much, and operated upon my feelings in a manner I could not disguise. The captain, perceiving my embarrassment, immediately relieved me by saying, 'I will take you, my lad; I dare say you will make up in smartness what you lack in size.' Thus I was made happy, and the next day mounted my tarpaulings and reported myself on board the ship for service. The vessel was undergoing a thorough overhauling, and being newly coppered, which, with the loading, occupied about one month, so that it was not until the 2d day of June, 1807, that all hands were mustered on board, and we set sail for the Pacific Ocean, to cruise for the great sperm whales. The weather was fine, and, with a smooth sea, we sailed out of the harbor, and a tolerably fine breeze soon carried us to the open sea.

"It would be difficult to describe my feelings when the last speck of land was lost to our view, and, casting my eyes round the horizon, I saw nothing but one vast expanse of ocean. As the ship began to roll and pitch a little, I was reminded of certain premonitions which I had experienced in coming through the Sound on board the sloop, and I made my way to my bunk, and there enjoyed a sound sleep.

"Time passed on, and nothing of importance occurred till we made the Island of Flores, one of the Azores, at which place we stopped for a few hours to obtain vegetables, hogs, and goats, articles very necessary to preserve health on a long voyage. From that island we put away for the Cape De Verde Islands. Nothing material occurred during many days of pleasant sailing and fine summer weather, until we made land, which proved to be the Island of Fogo; during this time my seasickness ebbed and flowed according to the motion of the ship, and I was never a moment really well. We remained at this island but a very short time, procured a few pigs and fowls, and then shaped our course for the Pacific. We made rapid progress, the weather being fine, and a steady trade-wind in a few days brought us up with the equator. To cross the equator at that time of the world was a matter of no little interest, especially to young beginners. Fresh as I was from a country wilderness, scarcely knowing enough of the geography of the world to understand the meaning of the equinoctial line, it was not difficult to discover my extreme igno-

rance in these matters, and the more experienced amused themselves by telling me all sorts of stories of what would take place when we struck the line; that old Neptune would appear in a car and come on board in the character of some great high admiral or commander of the seas; that he would demand of all the young men and boys to appear before him; and in the event of their not having crossed the line before, he would subject them to a peculiar kind of shaving, the lather being made of tar and slush, and the razor a piece of iron hoop. All this was seriously set forth by many of my older shipmates, and although I had some misgivings as to the truth of their statements, I confess it made me fear that some folly might be enacted upon greenhorns. We, however, passed the line, and no Neptune appeared. I found, years afterward, that this attempt upon my ignorance and credulity was no idle tale, but founded on a practice of the English merchant marine, and many times carried to a ridiculous and improper extent.

"We continued our course southward, enjoying most charming weather, with favorable breezes. My seasickness was fast leaving me, and my ambition to become familiar with the duties which I was expected to perform, and which I was desirious to excel in, soon took the place of my despondency, and although neither time nor space could wholly cure my homesickness, still, as my health and strength improved, and as I became interested in my duties, which I very soon discovered I could by diligence and industry accomplish,

I became a happy and contented boy, ready at all times to do the bidding of my superiors, and to do any duty which a greenhorn of my size and strength could reasonably be called on to perform either below or aloft. My ardent desire was to stand well with my captain, who was a gentleman and a sailor of the old school. His starting in life was somewhat similar to my own. He was a thorough disciplinarian, stern in his manner, always maintaining the highest order on his ship; yet he had a soft and kind word for me, almost without exception. Thus we sailed on southward till we reached the Falkland Islands, a group situated between forty-six degrees to fifty degrees of south latitude. The weather became rather cold and boisterous as we advanced southward, and as we wanted a fresh supply of water, our captain entered a harbor in one of those islands, a beautiful, smooth bay, almost entirely landlocked, were we cast anchor and remained about two weeks. During this time a part of the crew were employed in filling the water-casks and floating them to the ship, while the remainder were roaming over the island in pursuit of wild hogs and geese, which were found here in great numbers, and of which we obtained an abundant supply. Having accomplished our objects in touching at this island, we lifted our anchor and made sail for Cape Horn.

"The ship, being stanch and tight, our vigilant captain and officers put her in the best condition to encounter the stormy weather and high seas generally prevailing off Cape Horn. Our approach to the Cape

was not marked by any thing noteworthy. We had favorable winds and no very violent gales to report. We came very near the land in approaching the Cape, and passed through the straits of 'Le Maire,' in full view of the Horn, which was an event of no small matter in those days. Thus we sped our way down the coast until we made the Island of Mocha, near the coast of Chili; the next land we made was the Island of St. Mary's, near the Bay of Conception, a port frequently resorted to by whale-ships for supplies. Since that period it has been mainly destroyed by earthquakes, and is now known by the name of Talcahuana. On leaving St. Mary's, we proceeded down the coast, expecting soon to reach the ground of operation among the whales, which we were all anxious to gain. We had not sailed far before our wishes were gratified; the cry from aloft was 'Jonah!' which indicated that whales were near the ship. On looking round, it was very soon discovered from the deck that a large lone sperm whale was quite near us. The next thing was to lower the boats and give him battle. Every thing was done in the quickest possible manner, and all the boats, three in number, were soon in full pursuit. The whale was found to be heading in a certain direction, and throwing up his spouts, which were easily seen from the boats. We were fast approaching her, when in a moment she peaked her flukes, and was lost to our view.

"There is something remarkable in the movement of the sperm whale, especially when found alone, or when only two or three are together. They are sup-

posed to continue the same course under water which they were pursuing before peaking their flukes, and to remain a certain time, when they rise to the surface and commence spouting. The boats row on moderately in the direction the whale is supposed to be going while out of sight, so as to be near him when he next makes his appearance. This course was pursued by our three boats, and the greatest excitement and interest was manifested in the officers and crews of each as to who would be nearest the whale when she made her appearance. For myself, being but a boy, and the lightest hand in the boat, I was placed at the after-oar in the second mate's boat; and while we waited, in breathless anxiety, the monster broke water quite near our boat, and by shoving round and pulling a few strokes, we came within close darting distance. Our harpoonsman, who was very clever at the work, jumped upon his feet and plunged both harpoons into that part of the whale where there was no fear of their being readily hauled out. The other boats were fast approaching us, and the great anxiety on the part of our young and vigilant officer was to complete the killing of the whale before the other boats could reach the scene of action. So eager was he to secure that honor, that he very imprudently ordered the boat hauled directly upon the back of the whale, when he commenced sitting upon her with his lance, which he soon drove to the vital part. The whale, in his paroxysms, floundered to such a degree as to knock our boat almost into flinders; the other boats being quite near, we were

soon extricated from our perilous condition, and safely taken on board the ship, having accomplished our purpose of striking and killing the first whale, which was considered a great honor. This was a good beginning; the whale was a large one, making nearly one hundred barrels. For myself, who had never witnessed such a scene, I felt that if this was a fair specimen of what we had to go through to fill our ship, there was little prospect of my ever revisiting the scenes of my childhood; but we very soon met with more whales, and being more successful in their capture, my fright passed off, and I soon felt that interest which dissipates fear, and every thing went on satisfactorily."

The "Lima" made a successful voyage, and the spring of 1809 found her safely anchored in the harbor of Nantucket. Young Marshall received his "lay," or share of the proceeds of the cargo, according to the established rule of distribution on whaling-ships, took leave of his friendly captain, and set out for home. He had grown so tall and stout during his two years of sailor-life, that his own brother, meeting him as he came up the road toward his father's house, did not recognize him. He was warmly welcomed home; the story of the voyage was told and retold, and he counted into his father's hand the sum of three hundred dollars, his first earnings, and the earnest of his success in the calling of his choice. After a stay of only two or three weeks, he left home again, and shipped at New York as ordinary seaman on the "Alexander," Captain

Reuben Bunker, for a voyage to Hull, in England, returning home early in the autumn of the same year.

During the winter of 1810, Charles remained on shore, and, with his elder brother Benjamin, entered the academy at Johnstown. They pursued their studies until spring, when they made the journey homeward to Easton, a distance of fifty miles, on foot, and Charles then went to New York, where Captain Bunker, who had exchanged the command of the "Alexander" for that of the ship "William Jane," was glad to secure his services as seaman, and he shipped with him for a voyage to Riga, in Russia. The captain was a Nantucket Quaker, a man of sterling character, and his crew was mainly composed of young men who, like Charles Marshall, followed the sea as a profession, and not as mere adventurers, and who looked forward to becoming, as many of them did in due time, masters of their own vessels. A voyage to the Baltic at that time involved the risk of capture by the armed Danish cruisers, which, under the operation of the paper blockade of the Berlin and Milan Decrees, committed constant depredations on our commerce, capturing merchant-vessels wherever they could find them, and carrying them into port, not so much in the expectation of condemning them as prizes as of forcing a ransom or compromise from the owners. The "William Jane" did not succeed in reaching Riga without molestation. While passing through the Little Belt, before entering the Baltic Sea, she was overhauled by a Danish man-of-war, which demanded her surrender.

The Quaker captain had no guns on his ship, and after expressing the wish that he and his crew could break the fingers of their captors with the ship's handspikes, he was compelled to strike her flag without a blow, and was carried into Collenburg, a port on the northern coast of Denmark. Here the "William Jane" was detained nearly a year. The summer went by, and the autumn, and still Captain Bunker and his men were imprisoned on their vessel, and through all the long cold northern winter they were frozen in in this hostile harbor. But the young men did not waste their time in repining over their misfortune. A school was formed in the forecastle; the studies begun in the Johnstown Academy were continued in the little Danish seaport, and the crew divided their time between skating around the vessel on the thick ice by which she was hemmed in, and learning their lessons and reciting them to one another on shipboard. When the spring opened they obtained permission to clear, and finally sailed for Riga, no proceedings having been taken to forfeit the vessel or her cargo.

After discharging cargo, the "William Jane" set out on her homeward voyage, and came through the Baltic under convoy of a British fleet. After being out a few days she encountered a terrific gale, which during the night scattered the vessels of the fleet, so that when the storm cleared away in the morning, not one of them was to be seen from her deck. No further mishap was met with, and she reached New York in safety; but it was not until February, 1812, that the young Marshalls,

after the varied experiences of this unlucky voyage, found themselves at home in Easton.

Before Charles Marshall could find another vessel, the war-cloud, overhanging the relations between the United States and Great Britain, began to discharge its thunders. Early in April, 1812, Congress passed an act laying an embargo on all ships and vessels in the ports of the United States, by which the sailing of any American vessel for a foreign port was prohibited. This was preliminary to the declaration of war which followed in June of the same year. It put an end to all thoughts of sea-service on the part of Charles Marshall, and he turned to farming during the summer and fall of 1812, and in the winter went to school at Easton. These forced periods of study, during two successive winters, first in the distant, ice-locked harbor of Collenburg, and then among the hills of Washington County, were of the greatest value, enabling young Marshall to lay the foundations of a good English education, and to form a taste for reading, which he retained through life, and which formed one of the most pleasurable occupations of his later years. The spring and summer of the following year were chiefly spent on the farm. This year the boys were all at home. Their father had just sold the tract of one hundred acres where he had first settled, and on which they had all been born, at the price of twenty-four dollars an acre, with the improvements, and had purchased of Nathan Coffin his farm of one hundred and eighty acres, with the frame house which

he had built. This arrangement united the two families; and the old people, Nathan Coffin and his wife, the grandfather and grandmother of the household, lived during the short residue of their lives under the same roof with their son-in-law and his children.

III.

The autumn of 1813 saw the war still lingering on the frontiers and the seaboard, with varying fortunes, a prospect less encouraging to the American cause than that foretokened by its brilliant opening victories. The dying prayer of Nathan Coffin, which I have already quoted, "that there might be an honorable peace, or none," uttered about this time, was inspired by apprehension as well as by hope. The British successes along the Niagara frontier, and the loss of the "Chesapeake" off Boston harbor, were hardly counterbalanced by the victory of Perry on Lake Erie; and the young men who waited on shore, hoping to resume their peaceful occupations at sea, saw little hope of a speedy cessation of hostilities. Charles Marshall remained at home until the close of the season, and then, having no further duties on the farm, and having exhausted the resources of the village school, took up the new vocation of a teacher. Hearing of a new settlement in the wilderness, fifty or sixty miles northwest of Easton, called Sollenadagah, now the town of Northampton, he set off on horseback, accompanied by his younger brother, Frederick, to offer

his services as schoolmaster. The place proved to be a clearing with a cluster of log-houses, and among them a school-house, in which Charles Marshall was duly installed for the winter months, and there taught some thirty scholars in the "rudiments."

At the opening of spring in 1814, he returned home, and hearing of an opportunity of employment on one of the few steamboats then plying on the Hudson River, the "Paragon," commanded by Captain Samuel Wiswall, of Hudson, he served on her for the summer, going back at haying-time. Later in the same year he went to Sackett's Harbor, on Lake Ontario, where his maternal uncle, Elisha Coffin, had engaged in trade. A division of the army was there in winter quarters, and Commodore Chauncey's fleet lay in the harbor, giving to the place, which was but a rude settlement, quite the air of a seaport and naval station, as well as a military post. Charles Marshall formed a partnership with his uncle, and remained with him until the spring of 1815. This first mercantile venture was not unsuccessful, and the profits were fairly divided.

At last the war ended, and the ships in all our ports bent their sails for new voyages. Charles Marshall hastened to New York and shipped as second mate on the ship "Mary," Captain Peter Fosdick, bound for Oporto. On the return of the ship to New York, Captain Robert Waterman was made master, and young Marshall promoted to be mate. They made a second voyage to Oporto, where the ship was sold, and the officers came home in another vessel.

His next voyage, in the fall of 1816, was as mate in the ship "Albert Gallatin," owned by Jacob Barker, and commanded by Captain Charles Clark. His brother Frederick went as second mate. The voyage was from New York to Savannah, and thence, with a cargo of cotton, to Liverpool, which port he then visited for the first time. After returning to New York, he was made mate of the new ship "Courier," commanded by Captain William Bowne, and owned by Isaac Wright and Jeremiah Thompson, and sailed in her on his second voyage to Liverpool. On his return to New York he was offered the command of the "Julius Cæsar," a smart ship of three hundred and fifty tons, built in New York, and owned by Philetus Havens and Gabriel Havens, a position which he gladly accepted, and found himself, after nearly ten years of patient effort, on the roll of American shipmasters. Captain Marshall took command of his ship, and loaded her for Charleston, S. C., where she was to take a cargo of cotton for Liverpool. He sailed from New York in November, 1816. The ship was well manned with a crew of twelve men, his brother Frederick again accompanying him as second officer.

At Charleston he lay until March, 1817, waiting for a cargo, which was at length secured, and the ship was got ready for sea. As this was his first voyage as master to a foreign port, the young captain, entering with spirit into the rivalry which belonged to the merchant marine of that day, was ambitious of showing what his ship could do under his command. An opportunity

presented of testing the merits of both vessel and master, of which he was not slow in availing himself. The ship "Martha," of New York, a fast sailer, lay at Charleston ready for sea, and intending to clear for Liverpool about the same time as the "Julius Cæsar." She was commanded by Captain Glover, a bachelor, fond of society, and known among his shipmates by the *sobriquet* of Beau Glover, but equally well known as an experienced sailor and shipmaster, who knew how to handle his vessel, and make the best possible time from port to port. The "Julius Cæsar" was a new ship, and both she and her master had their reputations to make. Philetus Havens, one of the owners, came to Charleston just before she sailed, and learning that the "Martha" was bound on the same voyage, promised his new captain a suit of clothes, the favorite expression of a shipowner's appreciation, if he would beat the "Martha" into Liverpool. Captain Marshall accepted the challenge, and took from his owner a letter to the consignees of the ship in Liverpool to provide the suit of clothes at the ship's expense if she won the race.

The "Martha" sailed one day ahead of the "Julius Cæsar." It was well known to all hands on both ships that the two vessels were entered for a race across the Atlantic, and every nerve was strained on each ship. The "Julius Cæsar," which had the disadvantage of losing a day at the start, was kept under all the canvas she could bear. It was boisterous March weather, high winds and rough seas, but the captain, mates, and sailors all worked with a will, and drove the ship night and

day, the seas breaking over her so that there was hardly a dry man on board during the whole voyage. She was in the Channel in eighteen days from the day she left Charleston. Here the weather was very thick and rainy, and they could not make out land or lights. But all risks must be taken, and the captain crowded on sail, running through the fog at full speed, giving the course according to his best judgment, and fortunately steering clear of all danger. On the twenty-second day out the vessel was off Point Linus, at the mouth of the Mersey. Here she lay to, and signalled for a pilot. At day-break the next morning a pilot came aboard, and to the first question put by the captain whether the "Martha" had gone in, answered "No," to the infinite delight of all hands. The next day, as the "Julius Cæsar" neared Liverpool, the fog, which had prevailed for some days, lifted, and Captain Marshall perceived a vessel astern coming up the river. He seized his glass, and looked at the distant vessel. It was the "Martha." She was beaten by eighteen hours, exclusive of her day's start. Captain Marshall lost no time in presenting himself at the office of his consignees, who could hardly credit the story of his voyage; they had not looked for him until after the arrival of the "Martha," and were astonished at his audacity in distancing her. The suit of clothes was fairly won and proudly worn.

This story of his first ocean-race Captain Marshall used to tell with great gusto. It was, in truth, more than a mere feat of seamanship. It showed the energy and determination of the man, and his settled purpose

to excel in his profession. It was the thorough training and the high character of the shipmasters of that day, and their active competition, which gave to the American merchant marine its preëminence on all the seas, and won for it the respect of the world. To stand in the front rank of master mariners was no small distinction. It was gained by Captain Marshall on his first voyage in his first ship.

The "Julius Cæsar" returned to New York, and was dispatched by her owners to the East Indies. Captain Marshall sailed on the 18th of August, ~~1817~~ 1818, and made a successful voyage to Calcutta, where he had an opportunity of acquainting himself with the commerce and affairs of British India, and enlarging his stock of information in many useful particulars. On his return voyage his ship sprung a leak, and was dismasted in a gale of wind. He put into the Isle of France, and, after remaining at Port Louis for several months repairing damages and refitting, pursued his voyage, and reached New York in safety.

This was Captain Marshall's last voyage in the "Julius Cæsar." She was sold, and he took command of the "Thames," a larger vessel, rating four hundred tons, and in her he made two voyages to London.

About this time the enterprise of a few shipping-merchants in New York led to the establishment of the line of packets between New York and Liverpool, which, under the names of the "Black Ball Line," and the "Old Line" of Liverpool packets, was, until the era of ocean steam navigation, one of the chief means of

communication between the Old World and the New, and which still maintains its place as an important vehicle of commerce. In the conveyance of cabin-passengers the packet-ship has been long ago superseded by the ocean steamer, just as in the transmission of news, the ocean steamer is now in its turn superseded by the Atlantic cable. But in 1817, when the "Black Ball Line" of packets was formed, it was a movement of no little vigor and enterprise, and was a marked step in the advance of our commerce. Before the war, and up to the year 1817, the passenger from New York to Liverpool, or Liverpool to New York, was compelled to find a place on a merchant-vessel, having at best but a very small cabin, poorly furnished, and inadequately supplied. There were no passenger-vessels, and the idea of encouraging or providing for travel on an ocean route was unknown; the stray passengers who crossed in the merchantmen accepting the discomforts of the voyage as the inevitable conditions of going to sea, and the master and crew regarding the passengers as a species of live freight, entitled to little more consideration than the rest of the cargo. The circular which announced the formation of a line of passenger packets, to sail interchangeably from New York and Liverpool on a certain day in every month, throughout the year, was a novelty and an experiment. The ship-masters were divided in opinion as to its practicability, many of them doubting whether it was possible to dispatch the vessels with any regularity. The line was originated by Isaac Wright & Son, Francis Thompson,

Jeremiah Thompson, and Benjamin Marshall, a member of a different family from that of Captain Marshall. The prospectus, signed by the proprietors, was dated "New York, Eleventh Month (November) 27th, 1817," and stated that in order to furnish frequent and regular conveyances for goods and passengers between New York and Liverpool, they had undertaken to establish a line consisting of four vessels, the "Amity," the "Courier," the "Pacific," and the "James Monroe," each of about four hundred tons burden, fast sailers, with uncommonly extensive and commodious accommodations for passengers, and declared their intention to dispatch these vessels monthly, one to sail from New York on the 5th and one from Liverpool on the 1st of every month. Contemporaneous with this circular were announcements by other enterprising New York carriers of a new line of post-chaises to Philadelphia, and a tri-weekly steamboat line to Albany!

The Liverpool packets proved a success, and Captain Marshall was soon called into the corps of shipmasters, who, by their skill and fidelity, gave to the vessels of the "Black Ball Line" their high reputation on both sides of the Atlantic. The first ship of the line which he commanded was the "James Cropper," built as a Liverpool packet, five hundred tons burden, and regarded at that time as quite a prodigy of size. In the same year in which he took command of this ship, 1822, he married Fidelia Wellman, daughter of Dr. Lemuel Wellman, of Piermont, New Hampshire. She was a woman of rare personal beauty, and of most lovely

character, a true wife and a faithful mother, devoted to her husband during the eighteen years of their wedded life, and now sleeping by his side.

Captain Marshall commanded successively the "James Cropper," the "Britannia," and the "South America," of the "Old Line," during twelve years of constant service. The last-named of these vessels was a ship of over six hundred tons, the maximum size which had then been reached in the art of ship-building for the passenger trade.

The eighteen years which had passed from the time when Captain Marshall took command of the "Julius Cæsar" to the close of his service as a shipmaster, covered an eventful period in our commerce. These were bright days for the American merchant marine. Every wind that blew brought fresh fortune to its unfurled sails. It has been claimed that the War of 1812 settled nothing, that the whole question of impressments and neutral rights, the ostensible cause of the war, was not disposed of by its issue or by the treaty of Ghent, which settled the terms of peace; but in fact the war settled the whole question of the rights of the American marine and of the freedom of the seas as definitely as if every advancing step in the progress of our commerce had been provided for by treaty stipulations. The war, as fought and finished, was as decisive on every point involved, although the decision was not formally embodied in public records, as the recent struggle with rebellion, although no traitor has been tried, convicted, or hanged. It did the work which was needed. It swept away

every hinderance from the path of our shipping in all the seas, and the new impulse which it gave to our commerce was felt in every fibre of the national life. The long, dull years between the breaking out of hostilities and their close, during which American seamen were pent up in foreign ports, or exiled to the wilderness in search of a livelihood, were not lost; they were years of preparation and training, in which strength and courage were gained for the great work which was to be done, and we have seen with what alacrity the well-trained seaman sprang to his post the moment it could be regained. The rapid advance in the size and capacity of vessels, the growth of our registered tonnage, and the reputation gained and kept by our ships, were due to the character of the men who commanded them and who manned them. The packet service, which, with its system and order, replaced and superseded the irregular voyages of the merchantmen, was brought to its perfection by the labor and fidelity of those who vied with one another in winning for the commerce of their native country the supremacy of the ocean. The packet-master was not a mere carrier of passengers and freight, nor a mere instrument of the traffic in which he was engaged. He was the representative and exponent of the enterprise and patriotism which sought expression in every effort to raise the commerce of the United States to its predestined height. And his ship, stanch and thoroughly appointed, well officered and manned, a model in build and rigging for sea-service and for speed, furnished with comforts and luxuries before that time

unknown in ocean travel, was more than a mere vehicle of merchandise or passengers; it was the medium of communication between the two worlds, the Old and and the New; it brought the news after an interval of ten, sometimes twenty, or even thirty days from all Europe to America; while the limited number of passengers which it conveyed embraced a large proportion of cultivated and intelligent persons, foreigners visiting our country, Americans indulging in what was then the comparatively rare luxury of European travel, business men engaged in operations important enough to require the long passage across the ocean, or the representatives of our own and foreign governments, passing and repassing to and from their posts of duty. The master of such a ship, if he were capable of discharging his duties and equal to their high responsibilities, deserved the success which usually followed faithful service in so difficult and perilous a career, and it was a natural transition for him to step from his ship's deck into the most important commercial relations on shore.

IV.

Captain Marshall left the sea in 1834. Besides his whaling voyage, his East India voyage, and his coasting voyages, he had crossed the Atlantic Ocean ninety-four times. After this long apprenticeship he took his place among the shipping merchants of New York. The control of the ships of the "Old Line" had passed into the hands of Messrs. Goodhue & Co., and other owners, in whose behalf Captain Marshall asumed their entire management. Subsequently he purchased the interest of Messrs. Goodhue & Co., and became the principal proprietor and active manager of the line. The undertaking was, to a great degree, an experiment with him, as up to this time he had acquired but little experience in mercantile affairs, and the business required large resources and constant vigilance. A favorable arrangement with the house of Messrs. Baring Brothers & Co., who became the consignees of the ships in Liverpool, aided in placing the enterprise upon a satisfactory footing, and it went on with great success. Captain Marshall retained the management of the line for thirty years, identifying himself during all this period with the leading movements of commerce in this city, and

bringing into practical exercise the experience he had gained in his long training as a seaman, and in his varied intercourse with men. He superintended the building of new vessels to replace the earlier and smaller packets of the line, and many of the finest carrying ships in our port were constructed and equipped under his practised eye. The vessels thus added by him were the "Oxford," "Cambridge," "New York," "Montezuma," "Yorkshire," "Fidelia," "Isaac Wright," "Isaac Webb," "Columbia," "Manhattan," "Harvest Queen," "Great Western," and "Alexander Marshall," ranging from six hundred tons to fifteen hundred tons burden. Under his administration the ships of the "Old Line" made eight hundred voyages to Liverpool. He carried the packet service to its highest point of utility and profit, and, as he had seen its first beginnings, and brought it to its fullest development, so he saw it gradually superseded, first as to cabin passengers and the transmission of intelligence, and then, to a large extent, as to freight and steerage passengers, by the ocean steamers and propellers. He built one steamer, the "United States," a first-class vessel, of two thousand tons burden, costing about $300,000, and placed her on the route between New York and Southampton, but after a few voyages she was sold to the Prussian Government during the contest between Denmark and Schleswig-Holstein.

Captain Marshall brought into his dealings as a merchant, the positive qualities which were the natural fruits of the life whose successive stages we have traced

on sea and shore. I have dwelt with more minuteness on the incidents of his seafaring life, not merely on account of the interest which belongs to them, but chiefly because they furnish the key to that part of his career in which he was best known in our commercial community. His independence, his decision of character, his circumspection, his singleness of purpose, his foresight in all matters within the range of his calling, and his eminent public spirit came from the prudent self-reliance which was developed in his early contests with fortune and with the elements, and from the largeness of the views which he had gained in his world-wide circuits on the seas. He interested himself in all movements relating to commerce, entering into them with a degree of earnestness and intelligence which made his coöperation doubly serviceable. His sympathies were specially drawn toward seamen and every thing affecting their interests. The legislation of Congress and of the State relating to our foreign commerce, to pilotage, to emigration, to the care of disabled seamen, to the institutions of charity in behalf of the children of seafaring men, he watched with a jealous eye, and aided in establishing upon a proper basis. From 1851 to 1855, he was one of the Commissioners of Emigration, and rendered most efficient service in that important trust. As president of the Marine Society for twenty years, he was, *ex-officio*, one of the trustees of the Sailors' Snug Harbor, an institution over which he watched with the most unremitting assiduity, spending many hours within the walls of its hospital, and giving

much of his time to its affairs. The kindred and neighboring charities of the Seamen's Fund and Retreat, and the Home for Seamen's Children, shared with the Sailors' Snug Harbor in his constant care. In 1845 he was chosen one of the Board of Commissioners of Pilots of this port, and continued to serve in that capacity until his death. This trust is wisely delegated by our existing State laws to a body of practical men selected from among those who have had personal experience as shipmasters, and, by a singular coincidence, the Commission embraced among its six members, for upward of eighteen years, three who had been shipmates in the "Courier" when she sailed out of New York on the voyage we have noted, in 1817—Charles H. Marshall, Robert L. Taylor, and George W. Blunt. The proceedings, which form a part of this memorial, in the Board of Commissioners of Pilots, the Chamber of Commerce, and other institutions, fitly present this part of Captain Marshall's career, and show the impression which he made on his associates in these public relations. They are sincere tributes to his memory.

A marked trait in Captain Marshall's coöperation in these public bodies was his fearlessness in exposing and resisting whatever seemed to him a departure from strict fidelity to the trusts committed to their keeping, or from a rigid administration of affairs. He was always on the alert to detect and correct abuses, and unflinching in his adherence to what seemed to him the proper line of duty. This brought him often into collision with conflicting views and interests, sometimes into opposition to

friends and associates. He encountered these storms as he would have met a head-wind in the Chops of the Channel, or a gale off the highlands of Nevisink, never giving up the end he had in view, though sometimes obliged to yield for the time to forces which he could not control.

One other trait must be noticed as belonging to Captain Marshall's career as a merchant. He never yielded to the temptation, often so strong and overmastering in its hold upon self-made men, of using his means and his credit either in those speculative combinations which are among the modern highways to fortune, or in those bolder schemes by which great public enterprises and interests are made the crooked conduits of private gain. He kept to his simplicity of habits, his integrity of purpose, his self-discipline, firmly and consistently to the end. He never loved money, nor gave in exchange for it the sterling virtues which were his early and ancestral portion.

In the fall of 1851 the five sons of Charles Marshall and Hephzibah Coffin, with their only surviving sister, met in their native town of Easton for a brief reunion. Forty-one years had passed since they had all been together at home. Most of the ancient landmarks had been removed. Their parents had passed away, the father in the year 1837, and the mother in the year 1836, both in a good old age. The wilderness in which the sons had been born, and which they had helped to clear, was changed into a garden of verdure and plenty.

The twoscore years which had flown since they had commenced the ocean life, whose strange attractions had drawn them all away from their quiet inland home, had brought a change over every thing except the seas on which they had sailed. They reckoned the united terms of their ocean service, and they amounted to ninety-seven years; they summed up their several voyages across the Atlantic, and found that they had together traversed it more than three hundred times. Each of the others, as well as Charles, had his separate tale of a sailor's experience to tell. Benjamin, the eldest, had sailed to Europe and to Asia. On a homeward voyage from Canton he had been captured by a British cruiser, carried to England, and thrown into the Dartmoor prison, where he lay dangerously ill at the moment of the shameless and unprovoked massacre by their inhuman captors, of sixty-three of his defenceless fellow-prisoners. Frederick had followed the sea for nineteen years, during eleven of which he had been a shipmaster, thirteen times he had sailed to the Baltic and to the Northern Ocean, one hundred and twelve times he had crossed the Atlantic, and among his varied adventures was a hair-breadth escape from pirates, only made good by the superior sailing of his vessel. Alexander had spent twenty-six years at sea, and had been in command of a vessel for fifteen years. His voyages had been along the coast, to the Gulf and South America; on the Pacific, where he had been in a boat which was shattered to pieces by the blow of a whale, turning upon his pursuers; and afterward on the Atlantic. Ed-

ward had passed twenty-two years of seafaring life, and had been thirteen years a shipmaster. In all their voyages and perils, neither of the five brothers had ever been wrecked, nor lost a ship, nor had either of them ever been maimed or injured in any way. Not one of the five had ever used tobacco in any form. Of the five brothers the only survivor is Captain Frederick W. Marshall, still living at the homestead in Easton. His accurate recollection has supplied most of the facts and incidents narrated in the foregoing pages.

V.

The last few years of Captain Marshall's life covered the eventful period of the rebellion, and were full of earnest and effective patriotism. Though never a politician, in the partisan sense, he had always been a thoughtful observer of public affairs, and an intelligent participant in the popular action by which they are controlled. He was by temperament and by habit conservative in his views, and, like most of the New York merchants of his time, acted and voted with the Whig party while it retained its national organization. In the canvass preceding the election of General Taylor, he was warmly enlisted in favor of his election, but more from admiration of the personal qualities of the man than from any strict adherence to party ties. Gradually, as all other issues were absorbed in the contest between the slave-power and the growing spirit of resistance to its extension, all his sympathies and all his convictions ranged themselves on the side of freedom. In 1854 he accepted a nomination for Congress, and declared himself against the repeal of the Missouri Compromise, but he took little interest in the can-

vass, and was absent in Europe when the election occurred, which resulted in the choice of his opponent, who, having voted in the interest of freedom in the preceding Congress, was more effectively supported on that account. In 1856 he gave an unhesitating support to the Republican ticket, and cast his vote for Fremont and Dayton. The Presidential contest of 1860 enlisted all his energies in favor of a nomination which should be free from any deserved reproach on the score of past political affiliations, and should unite the free North in a final and successful stand against the encroachments of the slave-power. These requirements were met by the nomination and election of Abraham Lincoln. Captain Marshall, like so many other sagacious and disinterested Northern men, unversed in the machinations of party leaders, and unconscious of the treason which had been plotting in secret for so many long years, did not believe the oft-repeated threats of the outvoted leaders of the South. He could not think the Union in danger until the fatal purpose for its dissolution, and then the mad effort for its destruction, stood revealed in actual secession and rebellion. The great uprising of the people in the spring of 1861, after the attack on Sumter, found him foremost among those who sprang to the support of the Government, in the conviction that it must be nerved and strengthened for the work of sustaining the integrity of the Union at all hazards and at any cost. The grand meeting at Union Square, held on the afternoon and evening of April 20, 1861, at which the voice of New York was sounded like the blast of a

trumpet calling to the rescue, spread out its vast and tumultuous concourse before the windows of his house, to which, from its vicinity to the place of the meeting, the old flag that had waved over Sumter, just lowered by the retiring garrison, was brought for preservation, and from whose roof it was raised during the exciting days which followed while the first regiments were being hurried to Washington. He was one of the most active members of the Union Defence Committee, organized at that meeting for coöperation with the Government. From that beginning, through all the long, weary, and varying struggle to its glorious end, there was not in the whole land a more loyal, devoted, whole-souled lover and servant of his country, in his own peculiar sphere and within the measure of his ability, than Charles H. Marshall. The support which he gave to the Government was of a kind which few men could give, and which for that reason was all the more needed. It was outspoken, unqualified, unhesitating, by a man of long experience, who had well earned the prominent place which he held in the respect of the community, who had no selfish or sinister ends to serve, who was known to be sincere, and whose words and acts carried a moral weight, and exerted a social influence, which served to strengthen the cause where it was most in danger.

Among the many phenomena, North and South, which marked the progress of the rebellion, were the extraordinary social contrasts which it evoked. In the South the spirit of secession, of rebellion, of hatred to the North, was domesticated in the interior life of so-

ciety, and breathed through all its forms. Men or women who were loyal, who favored the Union, or respected its flag, or acknowledged its authority, were under a social ban, and in danger of losing liberty and life, as well as caste. But in the North sympathy with rebellion was not branded as a social crime, and loyalty to the Government was not recognized as an indispensable civic virtue. At Washington, in every department of the public service, there were men, higher or lower, in official position, drawing their monthly pay from the Treasury, and eating the bread of the Government from day to day, and yet in sympathy with rebels in arms for its destruction, justifying their pitiful treachery by the plea of some remote tie of Southern kindred or association, which held them with a stronger grasp than the oaths by which they kept their places. While Union men in the South were hiding from their rebel persecutors, leading clubs in New York refused to expel from their membership men who were holding office under the Confederate Government. Thus, while the life of the rebellion was nourished by a sentiment which throbbed in the very heart of its perverted social structure, and whose subtle influences circulated everywhere, at the North the great cause of the Union, strong in argument, in facts, in the faith and courage of the people, and in the devotion of enlightened and determined men, did not demand that the sympathizer with its enemies should become a social outcast. This was evidence of strength as much as of weakness, as the issue showed; but it made it all the more necessary that the Union

cause should be everywhere reënforced by thorough and decided individual sentiment and by organized social effort.

The Union League Club of New York, formed in 1861, owed its existence mainly to this necessity. It supplied a central rallying-point for those who regarded unconditional loyalty to the Government in time of war as the best test of true citizenship, and the surest basis of united effort in support of the imperilled liberties of the country. Captain Marshall took an active part in all the various measures set on foot or aided by this patriotic organization, which in manifold ways gave a steady and efficient support to the Union cause. He was elected as its third president, and held this position at the time of his death. Those who resorted to the rooms of this club during the eventful days and nights of the rebellion, through those seasons of alternate hope and fear, exultation and despondency, by which the progress of the war was marked, as its successive campaigns went on, will not soon forget the keen interest and the intense anxiety with which he watched the struggle and waited for the issue of every new movement; nor will they soon forget the energy and decision which inspired all his utterances.

He had no sympathy with any of those refinements by which the crime of the rebellion was condoned in advance, as a mere difference of political views adjourned from the polls to the cannon's mouth. He knew no middle line between loyalty and treason, and wherever he went he made this manifest. His opinions and his

sentiments on all the points involved in the struggle, as it grew in magnitude and intensity, were as plainly shown as the signals at the mast-head of one of his own ships. The deep conviction of the popular heart in its protests against whatever was weak, or vacillating, or half-way in the measures of the government, in the civil or military service, found a strong and clear expression from his lips, and often, in matters of which he could speak from long experience, an authoritative and commanding expression. He believed in the reserved right of the citizen to scrutinize and criticise the acts of public servants, and he exercised the right without fear or favor, especially in his constant and vigilant scrutiny of the movements of our navy, and the various plans and expenditures of the Navy Department. The disaster in Hampton Roads, by which the "Congress" and the "Cumberland," with their gallant crews were sacrificed, drew forth from him in the Chamber of Commerce an indignant denunciation of what he believed to be the dereliction of duty which led to the catastrophe; and his views, thus expressed, were of great weight in forming the public sentiment on this and kindred topics connected with the naval service.

But these were minor points compared with his ardent desire for the supremacy of the righteous cause. He believed that the monster of rebellion should be pursued as the Nantucket whalemen in the North Seas, from whom he learned the art of the sailor, had followed the fighting and floundering leviathan of the deep, striking their spears with a home thrust to the

vital part of its huge and shapeless bulk. Accordingly, he labored with all his might toward the end which was reached by the emancipation proclamation, which he accepted no less as a legitimate military measure than as an act of justice to the millions whom it enfranchised.

The remarks made by Mr. Jay, the successor of Captain Marshall in the presidency of the Union League Club, at the meeting convened immediately after his death, contain so comprehensive and accurate a survey of his character in those aspects which connect themselves with his patriotic devotion to the cause of the Union, that I insert them here as a fit presentation of this closing period of his life:

"The sadness caused among us by the death of Captain Marshall should be lessened when we remember the great work he accomplished, and mark the public appreciation of his services and character.

"Men of similar wealth, gathered through lives equally industrious and marked by the same unsullied honor, die week by week, and their departure scarce stirs a ripple on the surface of popular feeling. But, to-day, city and country mourn the loss of Marshall, not as the enterprising ship-builder and the prosperous merchant, but as one who, from the beginning to the end of this rebellion, exhibited not simply the unselfish devotion and unflagging energy that belong to the purest patriotism, but the clear common sense, the quick discernment of the right, and the fearless determination to pursue it, which lie at the basis of the truest statesmanship.

"We know well that Captain Marshall, with the simple honesty of his nature, would have rejected all claim to so high a eulogy, for his modest estimate of his own abilities was a conspicuous trait of

his character; we remember his hesitancy, on the score of merit, to accept the presidency of this club; but our long and intimate acquaintance with him enable us, now that he has gone to his rest, to speak of his virtues and his services in the language, not of eulogy, but of truth.

"Captain Marshall did not, like too many of our foremost statesmen, wait for the rebellion to learn the dangers threatened by slavery to the liberties of the country. In January, 1854, he gave his cordial coöperation in calling the first great meeting in the free States to protest against the repeal of the Missouri Compromise, and thus he assisted to evoke that national spirit of freedom which defeated the bold design of the slave-power, through Pierce and Buchanan, to force slavery upon Kansas and Nebraska, and which later called into existence the Republican party, to maintain at once the principles of the Constitution and the rights of humanity.

"Of Captain Marshall's services in the national cause, from the day that the echoes from Sumter roused loyal citizens to arms, I need not speak, for they illustrate the history of this club. We remember his untiring zeal when the Baltimore bridges were burned, Washington cut off from communication with the North, and our private citizens assumed the responsibility of chartering ships and furnishing supplies. We recall his cheerful, active energy through the gloom that followed Bull Run, and the weary months of sham war and shameful failure. We remember his early demand for an emancipation policy, and his joy at its proclamation; his hearty assistance in raising troops for Hancock's Corps, and also the colored troops, at whose head he marched on that memorable day when the Twentieth Regiment left us for the field. We remember his telegram from Washington on the passage of the Constitutional Amendment, 'Glory be to God!'—his reverential joy at the fall of Richmond, and his profound grief at the murder of Mr. Lincoln. These and a thousand other incidents are fresh in the memory of us all.

"Hopeful as he was under the most trying circumstances; firm and manly as he was in the expression of his views, whether in denouncing the traitors who would have destroyed us of their malice, or the cravens who were betraying us by their fears, I recall one occasion when, overwhelmed for the moment with dangers that threatened us, and which it seemed almost impossible to avert, he showed that with the sternness of a sailor he blended the tenderness of a woman. I had gone to him, in regard to a petition to the President in favor of an emancipation proclamation a long time before Mr. Lincoln had reached that crowning point in his career, and I found him impressed with sadness at what he regarded the mismanagement and imbecility of the government in the prosecution of the war, its strange tenderness to traitors seeming almost like complicity with treason, and its apparent inability to comprehend the exigencies of the crisis and its own great duties to the loyal people: and this at a moment when the people themselves were exhibiting a devoted and intelligent patriotism. Sympathizing with Captain Marshall's views, and struck by his sorrowful look, I said, 'It is enough to make one weep.' He replied: 'Weep! My God, Mr. Jay, it makes me weep like a child. I think of it by night and by day, and when I try to read the morning paper, I find my eyes blinded by tears.' But that sorrow, born in a great part of indignation, only nerved him to more vigorous thought and more independent utterance. Recognizing his first duty as to his country, he declined a servile allegiance to factions or parties, or even to the Government itself, and he never hesitated to express himself with frankness when he disapproved of the policy pursued at Washington. He reprobated as both a crime and a blunder the assurance, early given to Europe by those charged with our foreign relations, that the rebellion was without a cause, without a pretext, and without an object, and that whether it should succeed or not the condition of slavery would remain just the same. He felt that such an assurance was calculated to muddle the American question in the minds of European statesmen, to alienate the natural sympathies of European lib-

erals, and to create the only danger that was likely to exist of European intervention. He felt that if the Government had said in the beginning what Mr. Seward so well said at a later day, that 'African slavery had audaciously risen up to overthrow a government the most equal and just that has ever been established, and to erect a new one exclusively upon the basis of human bondage, and that the United States refused to be destroyed or divided by such an agency for such a purpose,' even Lord John would hardly have ventured on the sneer repeated by Lord Derby with such questionable delicacy in his speech on the death of Mr. Lincoln, that 'the North was fighting for empire, and the South for independence.' He felt that the sympathy of the working-classes in England and France in behalf of freedom would in that case have forbidden even a whisper, on the part of the aristocratic classes, of intervention on the part of slavery.

"Captain Marshall disapproved equally, as affording every encouragement to the rebels in the beginning, of the unaccountable assurance so strangely given, that the President accepted their dogma that the Federal Government could not reduce the seceding States to obedience. He more than regretted the humble tone and bated breath with which we persistently besought from England the withdrawal of her ill-timed proclamation recognizing the rebels as belligerents, as tending to excite toward us a feeling of contempt, and emboldening the British Government to view with small concern, if not with complacent indifference, those memorable violations of international neutrality which England will sadly appreciate if ever the positions are reversed, and she feels the force of her own precedents.

"Captain Marshall, interested as he was as a ship-owner, in the piracies and burnings with which English iron-clads have illustrated the law and illuminated the ocean, never encouraged the idea of war to recompense those great wrongs after they had been committed; but he noted the fact that the policy of the English Government, in permitting the out-going of the new iron-clads, although

definitively settled and announced, was suddenly and completely reversed the instant our Government, obeying at last the voice of the people, distinctly said to them, 'This is war.'

"A glance at the career of Captain Marshall during the rebellion, and the recollection that true-hearted citizens throughout the country thought and acted as he did with one common pervading resolution to save the Republic, teaches us how it was saved and how it must always be saved when threatened with dangers from within or without—not by a blind trust in the administration, however intelligent or virtuous, but by the eternal vigilance of a free people, exercising free speech and rejoicing in the blessings of a free press. This thought gave to Captain Marshall his only hope in regard to a matter about which some of our citizens seem to have abandoned all hope. I mean the monstrous and unutterable profligacy, which, even during the life-struggle of the Republic, and confronted by all the heroism of the army and the virtue of the people, has flaunted itself with matchless insolence in the Legislature of the State and the Common Council of our city, and which assumes to control the policy of both parties. We know to our cost the disloyalty as well as the dishonesty of this element, and we felt its deadly power when it assisted the sympathizers with rebellion to defeat Wadsworth and prolong the war. If we now find ourselves living under a system of legalized robbery, where all decency is discarded, and replaced by the easy morality of thieves, powerful and unconquerable as may seem to be 'the ring,' who smile defiance at those whom they plunder, the power to remedy this evil Captain Marshall believed to exist in the virtue of the people, and his example in this warfare remains for your guidance and encouragement.

"Though never again are we to welcome, in the accustomed place, his cheery presence and cordial grasp, his venerable form and features will linger in our memory, and his name will be transmitted to posterity as synonymous with love of country. Amid our sorrow for his loss, let us remember, with gratitude, that our friend, so late a wanderer in foreign lands, was graciously permitted to recross

the ocean and breathe at home his last breath upon his native soil, beneath the flag which he had helped to save; and with the thought to gladden his dying hour, that wherever on this broad continent that flag shall wave, the sun will shine upon a united and free people, nor see in his path from ocean to ocean the lash of a master or the fetters of a slave."

VI.

Captain Marshall did not long survive the successful issue of the war. After the full triumph of the Union cause, secured in the fall of Richmond and the final collapse of the Confederacy; after attending at Washington with a large deputation of loyal citizens, on the occasion of the passage of the constitutional amendment forever abolishing slavery; after seeing the nation sustain unshaken the heavy blow of the assassination of President Lincoln; after taking part in the mournful but imposing ceremonials which marked the passage through this city of the remains of the martyred Chief Magistrate, he left his home for a brief tour in Europe, partly for the benefit of his health, partly to exchange congratulations with old and tried friends in England and on the Continent, who had been true to our cause abroad.

He visited England and France, and spent a short time at Wiesbaden, in the hope of there recruiting his strength, on which the excitements of the last four years and the effects of an acute disease had made serious inroads. But it was too late. His strong frame and iron

constitution, which had withstood so many years of toil and exposure, and which seemed endowed with the vital energy of the longest term of life, began to fail, and he hastened home to set his house in order and die. He arrived in New York on the 5th of September, 1865, and, after spending a day or two in his ordinary pursuits, was seized with a fatal attack. Almost his last care given to worldly matters related to a public welcome to be extended to a prominent English gentleman, whose warm sympathies with the Union cause were deserving of such a recognition. But his thoughts were soon turned away from all earthly concerns. He knew that the end of his life was near at hand, and looked forward to death with patience and resignation. His prayers for two years past, he said, had anticipated this event, and it did not take him by surprise. The inward preparation which, perhaps unconsciously to himself, had preceded this final hour, had left upon him that subduing and softening touch in which so often, in the retrospect of a finished life, we trace with reverence the workings of that divine grace whose transforming power must needs set over the most solid human virtues the crowning seal of penitence and faith.

The patient, uncomplaining endurance of the severe pain which he suffered, the fervor with which he united in the prayers which encircled his dying pillow, the devout expression of his resignation to the will of God, of gratitude for the mercy which spared him to die in his own home, surrounded by all his children, and of faith in "Him who is able to save sinners," belong to

the sacred recollections of this parting hour. His death, on the evening of Saturday, September 23, 1865, was the gentle breathing away of an exhausted life. It was one of those calm, peaceful scenes, so many of which have impressed our memories with their hallowed touch, recalling, in their solemn sweetness, the truthful picture drawn in that most tender of sacred lyrics, chanted above his bier, in which the loveliest images of Nature are woven like a garland around the brow of Death.—

"Sweet is the scene when virtue dies,
When sinks a righteous soul to rest;
How mildly beam the closing eyes,
How gently heaves the expiring breast!

"So fades a summer cloud away,
So sinks the gale when storms are o'er;
So gently shuts the eye of day,
So dies the wave along the shore."

Captain Marshall's grave is at Greenwood Cemetery, on the eminence known as Ocean Hill, overlooking, to the east, the open sea, just beyond the entrance to the harbor of New York. In this spot, selected by himself, where the eye takes in the wide expanse of the Atlantic, which he knew and loved so well, his mortal remains rest in peace, waiting, through the long night, "until the day break and the shadows flee away."

WILLIAM ALLEN BUTLER.

PROCEEDINGS AND ADDRESSES.

ADDRESS

OF

REV. GEORGE L. PRENTISS, D. D.,

ON THE OCCASION OF THE FUNERAL OF CHARLES H. MARSHALL, IN THE FOURTEENTH STREET PRESBYTERIAN CHURCH, NEW YORK, SEPTEMBER 26, 1865.

Our lamented friend, who has just left us, represented one of the strongest and most honorable types of American character. He belonged to the class of energetic, clear-headed, practical men, who, in making their own fortune in the world, help also to make the fortunes of their country. Our free institutions have produced a host of such men; New York abounds and has always abounded in them; but I do not believe she has one living of a more honest and robust stamp than was he whose mortal remains lie before us. And a glance at his early life and training will go far to explain, not only his successful career and the eminent position which he attained in the community, but also some of the best traits of his character. He was born at Easton, Washington County, in this State, April 8, 1792. His parents were natives of Nantucket; and in emigrating to Northern New York, they seem to have carried with them to their new home, and early to have infused into

the mind of their son, both the religious and commercial spirit of that famous old nursery of hardy and adventurous American seamanship. He was brought up to habits of industry and virtue by an excellent mother; and, while working on the farm, attended a school taught by a worthy Quakeress from New Bedford, who had also settled in the neighborhood. At the age of fifteen he determined to go to sea, and making his way to this city, and from here to Nantucket, he shipped before the mast for a whaling voyage to the Pacific. He followed the sea until the War of 1812 broke up our commerce, and then, returning home for a while, betook himself to teaching a school in a region which was then almost a wilderness. Upon the restoration of peace, he resumed his sailor's life, and rose, in due time, to the command of an East Indiaman. He became ultimately a proprietor and master in the line of vessels plying between this port and Liverpool, known as the "Old Line of Liverpool Packets." And it is no slight testimony to his skill and vigilance that in his many voyages, during almost a third of a century, he never met with a disaster. On quitting the sea, he assumed the management of his line of ships, and commenced his career as a merchant, which continued until his retirement from active life in the spring of the present year. Of his long connection with the commerce and commercial marine of New York, or of the great service he rendered them, I need not stop to speak to you here.

From this brief review of the circumstances and leading incidents of his life, it is plain that Captain Marshall had a rare opportunity for the development of whatever was vigorous and manly within him; and he made the best use of his opportunity. A genuine son

of the soil—of our free Northern soil—he was also a true child of the ocean; and under this twofold discipline, at once mild and rough, he became one of the most marked men of his day and calling. Few of his contemporaries can have passed through such a varied experience. Trained up in a secluded Quaker home, while yet a boy going to chase the monsters of the deep over the wide expanse of the Pacific, and amidst the tumbling icebergs of the Northern seas; then retiring, under stress of war, to the occupation of a country schoolmaster; only to set out again, upon the dawn of peace, on a course of long and brave seamanship between two of the great commercial centres of the world; and then, again, changing from the veteran sailor to the sagacious and honorable merchant—such was his outward career; and, as I have said, it explains, while it illustrates, some of the best traits of his character. It made him self-reliant and independent in thought and expression; and yet at the same time cautious and circumspect, and never willing to venture where he was not sure of his way. Like all true sailors, he was thoroughly sincere, frank, and outspoken, with little respect of place or person. As a merchant and man of business, he was a model of uprightness, veracity, and scrupulous fidelity to trust. He kept through life the native simplicity and moderation of his early years and associations. The wealth which he acquired never led him into luxury or ostentation—those natural and pestilent vices of worldly prosperity. He walked in his integrity, and his feet did not slide. Though eminently a practical, matter-of-fact man, he was by no means lacking in the most generous, tender, and kindly affections of our nature. He was a firm, fast friend to every one who gained his confidence. His sympathies for

those who, like himself, had passed much of their lives on the sea, were especially active and beneficent. In the various institutions and charities for the benefit of seamen, particularly for the sick and disabled, he was prominent and untiring.

I have spoken of him as a successful man of business, both upon the sea and on the land. But Captain Marshall was far more than a mere man of business. He was an enlightened American citizen, and a most devoted patriot. It was this character which crowned his life with its highest honors, and especially entitles him to our grateful and lasting remembrance now that he is dead. It would be doing a wrong to his memory and to this occasion, not to lay emphasis upon this point. I believe he himself would have regarded the last four and a half years, which he spent almost wholly in labors for the support of the Government, as the most important and the most highly privileged of his life. His love of country was at once a profound conviction and a ruling passion of his soul. Based upon a thorough comprehension of the general principles of liberty, justice, and equal rights, which lie at the foundation of our democratic institutions, it was inspired also by that enthusiastic devotion to the flag of our Union which has always marked the intrepid sailors of the Republic. Having sailed under that glorious banner in all the seas for thirty years; having seen it, full high advanced, unfurl its ever-widening folds, and glittering with new stars, in a thousand ports, stretching round the world from the farthest orient to the setting sun; having learned thus to reverence, to love and confide in it as the symbol of his nation's life and sovereignty, is it strange that when he saw it assailed by traitorous hands, his whole heart was inflamed with the zeal of ardent and indignant loyalty?

Of this portion of his life I can speak with the assurance of an eye and ear witness. From the instant that the first gun against Fort Sumter reverberated through the land, announcing to the astonished nation what was coming, Captain Marshall girded up the loins of his mind, and took his stand on the side of the Government with a firmness, a courage, and a determined energy which only waxed in power and intensity until the struggle was ended. You need not be reminded how indefatigable he was in the movements in this city in aid of the war, giving freely of his time, his influence, his means, and his invaluable experience. In every effort for raising men and money, whether for the relief of the soldiers in the field or their families at home, and for helping forward in any way the cause of the Union, he was among the foremost. His patriotism was as pure and unselfish as it was fervent. He believed that God had a great purpose of beneficence toward this nation, and through this nation toward all mankind; and in this faith he went through the struggle, never bating a jot

> "Of heart or hope; but still bore up and steered
> Right onward———"

In the memorable days of the summer of 1861, and at later periods when the great ship of state, caught by the Euroclydon of rebellion, and unable to bear up against it, was driving furiously before the tempest; when neither sun nor stars appeared, and all hope that we should be saved had forsaken thousands of hearts, *he* still walked the deck with unfaltering step, and, like Paul, in the midst of the panic-stricken mariners, bade all on board to stand firm and be of good cheer. Sometimes, it is true, upon hearing of new disasters to the Union cause, he would weep like a child; but that the

sacred cause would triumph, sooner or later, he never for an instant doubted. He was very frank, and sometimes unsparing—perhaps impatiently and inordinately so—in his criticisms of the policy of the Government; but, however severe, his censure was always that of manly jealousy for the cause and for his country's honors. From the first he regarded the contest as involving vast moral as well as political issues; and at every step by which the Administration and the people rose to the height of the great argument—as in the Proclamation of Emancipation and in the Constitutional Amendment prohibiting slavery forever—he gave glory to God. When the armed rebellion, assailed on every hand by the victorious armies of the Republic, at length succumbed and fell dead to the ground, no man in the land rejoiced with a truer joy than Captain Marshall; and when our wise, patient, and beloved President—that good and faithful servant of the nation—was killed by the assassin's hand, he received a shock of grief and horror from which he never fully recovered.

After the final triumph of the Union arms, he made a visit to Europe, partly on account of his health, and partly for the satisfaction of acquainting himself with the change of public opinion and of feeling toward this country since his last visit, which was in the height of the struggle. His tour was brief, and he came home suffering from the illness which, in a few weeks after his return, ended his life. It was the privilege of all his children and of his nearest friends to be with him during the closing scenes, and to minister to his comfort in his last hours. Though prostrated by a disease which had gradually enfeebled his entire system, he retained to the last his consciousness and his strong mental faculties. He was advised by his physician, some days be-

fore his decease, of the fatal character of his malady. Bowing in submission to the divine will, he met the approach of death with the candor and simplicity which had marked his life. He spoke of it as an event to which he had been looking forward, adding that for two years past he had prayed from day to day in anticipation of it. He was especially grateful for the mercy of God in sparing him to die in his own home, and not in a foreign land. On the day of his death he said, with most touching earnestness and pathos: "Great Father of mercies, I thank Thee that Thou didst preserve me through that dangerous voyage and permit me to return to my home." He fervently joined in prayer with those about his bed, uniting with broken voice in the petition. I shall not soon forget the pressure of his strong hand just stiffening in death, or the emphatic manner in which he followed me in saying the Lord's Prayer on the day before his departure. His hope for eternity, as he himself expressed it, centred in Him who is the only Saviour of sinners. He gave instructions which showed that his mind was wholly occupied with the thought that his end was at hand. His heart overflowed with tender affection toward his children. "I love you," he said, "with an affection which knows no bounds." He died in the seventy-fourth year of his age; but to those who are familiar with his erect form, his quick step, his unwrinkled brow, from which he brushed back the hair hardly sprinkled with gray, he did not seem so old by ten years. The fruits of a sober, moderate, and upright life were manifest here, and when he died "his eye was not dim nor his natural force abated." His end was full of peace. He sank to rest at last as gently as an infant to its sleep.

I think you will agree with me, my friends, that the

memory of such a man is worthy of grateful honor and not to be forgotten. During the war, many—alas! how many—of our noblest youth—*auroræ filii*—the morning sons of the Republic, were taken away from us; and had they not fallen in so sacred and good a cause, we should have called their death most untimely. Now we are losing, and are going to lose faster and faster, the noble old pilots, by whose prudent counsels, long experience, resources, skill, and authority we were taught and enabled to weather the storm. Such men become almost institutions in the land, and especially in the community where they dwell. We ought to take careful note of their departure, and instruct our young men, upon whom such immense tasks are devolving, to ponder well their wise example, and learn from it the inestimable and impressive lesson that, however the frivolous and selfish may gain wealth, place, notoriety, or pleasure while living, it is only the man of disinterested devotion to the public good—to the great cause of loyalty, truth, justice, and humanity, of whom society keeps a grateful record when he is gone, and whose actions

"Smell sweet in death, and blossom in the dust."

BOARD OF COMMISSIONERS OF PILOTS.

NEW YORK, *September* 25, 1865.

AT a special meeting of the Board of Commissioners of Pilots, held this day at their office, No. 69 South Street, the President, RUSSELL STURGIS, Esq., communicated to the Board the death of CHARLES H. MARSHALL, Esq., one of their members.

He spoke of Captain MARSHALL as one of the original members of the Pilot Commission, having sat with them some twenty years, and drew the attention of the Board to the fact, that notwithstanding their varied and arduous duties (having to administer several State laws for the regulation and protection of the harbor, in addition to their duties as Commissioners of Pilots), there had been a remarkable unanimity in all their deliberations, an important difference of opinion never having arisen upon any of the complicated questions brought before them.

He also spoke of Captain MARSHALL in his official capacity as one always desirous that the actions of the Board should be guided by moderation and justice, and as always using his influence to sustain the dignity and decorum of the Board; of his well-known strong love for his country, and that he had proved himself an unconditional Union man; and offered the following resolutions:

Resolved, That this Board learn, with deep regret, the death of their fellow-commissioner and companion, CHARLES H. MARSHALL, Esq., so well known in this community as a distinguished merchant and a liberal man, and who, during the days of our country's trial, has proved himself an earnest, efficient, and unselfish supporter of the Government.

Resolved, That in the death of Captain MARSHALL this Commission has lost one of its oldest and most efficient members, who, from the first organization of the Board to his last illness (a space of twenty years), was unremitting in his attention to its duties; whose counsel was always sound, and ever heard with interest, and who was firm in the cause of justice, while he strove that its decisions should be tempered with moderation.

Resolved, That by his death we have lost a personal friend, beloved and esteemed by each member of this Commission, as he was by all who enjoyed the privilege of familiar intercourse with him.

Resolved, That this Board, in a body, attend the funeral of our lamented associate, and that the Secretary be instructed to transmit to the family a copy of these resolutions.

Messrs. GEORGE W. BLUNT, ROBERT L. TAYLOR, EZRA NYE, and WILLIAM C. THOMPSON, in commenting upon the resolutions offered, spoke of their long acquaintance with Captain MARSHALL, and his many estimable and endearing traits of character, and his uncompromising loyalty and love of country; after which the resolutions were unanimously adopted.

F. PERKINS,
Secretary.

PROCEEDINGS

OF THE

CHAMBER OF COMMERCE

ON OCCASION OF THE DEATH OF

CAPTAIN CHARLES H. MARSHALL.

Monthly meeting, Thursday, October 5, 1865, A. A. Low, Esq., *President, in the Chair.*

Mr. John D. Jones called the attention of the Chamber to the death, since its last meeting, of Captain Charles H. Marshall, the chairman for many years of its Executive Committee, and addressed the members in the following words:

Charles H. Marshall was an extraordinary man, and possessed the elements of greatness which were manifest in all his actions.

He was an original character. He did his own thinking, and acted upon his own conclusions. This was exemplified in his youth, when he left home as a boy to earn his daily bread—poor in money, but rich in energy.

The sea had attractions for him, and he shipped as a sailor before the mast; but no inferior position satisfied his ambition; he soon, by his own merits, became an officer and then commander.

Next we meet with him as a leading merchant of this city, and owner of the line of ships in which he had previously served as an officer. Here commenced our acquaintance with him.

He was the liberal, public-spirited merchant, aiding and urging on every measure intended for the general good, whether that measure was to provision the starving operatives of Great Britain,

or to relieve the suffering, wounded soldiers of our own armies of the Republic.

His powerful will has greatly aided to build up and maintain the commercial marine of this port, and his practical mind has contributed to shape and mould and put together those timbers which have given to the New York built merchant-ship a world-wide fame for strength, speed, and beauty.

In all measures and efforts to benefit and elevate the nautical profession, he was energetic, and contributed with his experience.

The sailor before the mast received his attention, and the captain who commanded, his aid and protection.

The harbor of New York also claimed his attention. He assisted to establish the harbor lines to prevent encroachments upon its navigable waters, and he contributed so to systematize the pilotage as to make it one of the safest harbors for vessels to enter from the sea.

As a citizen, he was a good neighbor and a true friend.

To his country he was devoted and patriotic, and during the war was zealous and active with his advice and assistance to the officers of the Government for the creation of a navy equal to its emergency, and which he had the satisfaction of living to see accomplished.

This, Mr. President, is but a dim portraiture of that merchant, whose active usefulness has been terminated by the unchangeable work of Time.

It was our good fortune to have him our friend and associate; and it is proper for us to make some record of appreciation of his worth and merits. I therefore offer the following resolutions for entry upon the minutes:

Resolved, That this Chamber has sustained an irreparable loss in the death of Captain CHARLES H. MARSHALL, one of its most distinguished members. As a merchant, by his inflexible integrity, untiring energy, and remarkable ability, he had, despite early disadvantages, achieved a fortune and a commanding position in the commercial community; and his influence was always wielded to promote the best interests of commerce. As a leader in our com-

mercial marine, his courage, skill, and honorable ambition had largely contributed to its success and prestige among the merchant navies of the world. He devoted himself with enthusiasm to the elevation of the nautical profession, in every grade of which he had faithfully served; and his enlightened judgment and generous sympathies were constantly and wisely directed to the protection and welfare of all its members.

Resolved, That we sadly miss from our councils the regular attendance, the wise judgment, and the magnanimous spirit of our lamented associate.

Mr. PETER COOPER seconded the resolutions.

REMARKS OF THE PRESIDENT.

THE PRESIDENT, Mr. A. A. Low, said that, before putting the question, he would like to join a few words to the common tribute to their departed friend. He had been a witness of his fidelity in every thing to which he put his hand in this Chamber, and he had also to bear testimony to the vigilance and attention which he had brought to the exercise of his duties in the Board of Direction of the Sailors' Home. It was characteristic of him that he was constant, punctual, and attentive wherever his services were invoked or pledged. And he seemed to have a peculiarly affectionate regard for those with whom he was associated, whether in any effort of philanthropy, or in those works imposed on patriotic citizens in these later days.

REMARKS OF HON. GEORGE OPDYKE.

MR. PRESIDENT: Before the question is taken on the resolutions commemorative of the virtues of our deceased friend and associate, I desire to add a few words of tribute to his memory. I have felt with you, Mr. President, that those who have known Captain MARSHALL longest and most intimately are entitled to be first heard in his praise. Yet there can be no one who appreciates more highly than I do his many virtues, or who will testify more sincerely to the truthfulness of their portraiture in the terse and expressive resolu-

tions before us. Eulogistic as these resolutions are, I feel that they are strictly within the limits of propriety and truth.

Captain MARSHALL was no ordinary man. He entered upon the active duties of life at an early age as a sailor before the mast. Even in this humble position his sterling qualities soon became known and appreciated, and secured his rapid advancement. Soon after attaining his majority he found himself at the head of his profession in the mercantile marine as commander of a ship in the first line of packets established between this port and Europe. After serving for many years in this capacity with the highest distinction, he abandoned the sea and established himself as a shipping merchant in this city. In this new vocation he was equally successful, his house ranking both in character and financial strength among the first in that line of business.

A success so uniform as his could only result from great business capacity combined with integrity of character and an indomitable will. These qualities Captain MARSHALL possessed in so large a measure as to be universally remarked.

Nor were these the only virtues for which he was distinguished. He was a man of great public spirit, and of large and active benevolence. But, above all, his memory will be gratefully cherished by the members of this Chamber and by his fellow-citizens generally, on account of his *earnest, devoted patriotism*. In this he had scarcely an equal.

Throughout the whole war, which has just terminated so gloriously, Captain MARSHALL exerted his whole heart and energies on the side of the Government.

He eagerly, on every possible occasion, devoted to the cause of his country his whole personal influence, his untiring efforts, and liberal contribution of means.

His noblest services in this noblest of causes were the fit crowning efforts of his useful life.

His services in this Chamber have been of great value. He was a constant attendant at its sittings, and always took an active part

in its deliberations, displaying his wonted earnestness and sound judgment. His convictions were firm and deep, so much so, that he has, at times, seemed dogmatical. This, combined with a certain austerity of manner acquired in his early calling, may have led some to suppose him deficient in general social feelings. But those who so judged Captain MARSHALL, did not thoroughly know the man.

Those who won his friendship and shared his confidence can only realize the kindness of his heart and the warmth of his feelings.

REMARKS OF MR. S. DE WITT BLOODGOOD.

MR. PRESIDENT: I wish to support the resolutions offered by Mr. Jones, but not for the purpose of pronouncing a eulogy on the deceased. I leave that to more competent persons, competent to do fitting justice to an able seaman, an enterprising shipmaster, an honorable and prosperous merchant, a true patriot, an active and useful citizen, and, above all, an honest man.

I rise particularly to give an instance of the patriotic disinterestedness and the liberality which marked his conduct. When the rebellion broke out, it became necessary to look carefully after the condition of the revenue naval service, and a commission was appointed to examine into its organization, especially with regard to appointments to office. The Secretary of the Treasury selected, with others, Captain MARSHALL to perform that duty.

He accepted the trust, and faithfully performed its duties for many months. At its conclusion he was informed that he was entitled to compensation, amounting to fifteen hundred dolllars. We know there are many persons always in readiness to serve their country, but, as far as my observation goes, they are equally ready to receive their pay. Captain MARSHALL, however, was an exception to that class. He refused to receive any compensation for what he had done, giving as a reason that the necessities of the Government were greater than his own.

Sir, we are always ready to admire the conduct of men of genius, and regard their lives with interest. We never hesitate to praise those military chiefs who achieve glory for themselves and do honor to their country; but we are also called to esteem and venerate the good and upright man whose example strengthens sound public opinion, sustains morals, and gives confidence to commercial dealings. Such a one was Captain MARSHALL.

"A wit's a feather, and a chief's a rod;
An honest man's the noblest work of God!"

In my judgment, these lines would be an appropriate inscription upon the marble which marks the resting-place of our deceased friend.

REMARKS OF MR. ELLIOT C. COWDIN.

MR. PRESIDENT: After the eloquent and impressive remarks to which we have already listened, it is hardly necessary for me to add any thing to the eulogiums upon our late honored and lamented friend and associate, Captain MARSHALL.

But there was one other trait in his character to which I will briefly allude, that of gratitude, and with which I was forcibly impressed during the last week of his life. Only three days before his decease, when he had scarcely strength enough to hold a pen, he wrote me a note, requesting me to call upon him. I found him prostrate and exhausted, but with a mind clear and active, and with a heart full of gratitude to God for the blessings we enjoy, and especially for the overthrow of the great rebellion. He was profoundly grateful to those of our friends in Europe who have so zealously defended the cause of the Union, and desired me to unite, with a few other friends, in showing particular attention to an eminent and eloquent champion of the liberal cause in Great Britain, Mr. HANDEL COSSHAM, of Bristol, England, who was about to visit New York, and who has ever been one of our warmest and best friends. He gave me a copy of one of Mr. Cossham's speeches on

the American war, and accompanied it with expressions of deep gratitude for the service it had rendered in aiding to ward off British recognition of the so-called Confederate States, a speech which President LINCOLN praised so highly that he wrote to Mr. COSSHAM, thanking him for it.

Captain MARSHALL was particularly desirous that all our friends abroad, and especially our noble champion JOHN BRIGHT, whose admirable portrait, I rejoice to see, adorns our walls to-day, should feel and know that the American people appreciate and are grateful for all they have done, not only in behalf of our country, but of constitutional liberty throughout the world.

Our departed friend was indeed a generous patriot; no one could be associated with him, without in a measure partaking of his zeal and devotion to our common country. His very presence gave energy and courage in the darkest period of the national conflict. Never, for one moment, did he question the final result. Relying upon the justice of our cause, he felt that God and good men would not let it perish.

In his death, New York has lost one of its most excellent citizens, the mercantile community, and especially this Chamber, one of its oldest and most valued members, and the nation a true and devoted patriot.

All honor to his memory.

It is alike our privilege and duty to hold up his example to the young men of America as worthy of praise and imitation.

From his ample means he gave to every good object with a free and generous hand. Many institutions and individuals will mourn at the recollection of his kindness and bounty, for they lost in him a friend and benefactor. The whole community honored him while living, and all sincerely mourn his loss.

REMARKS OF MR. PETER COOPER.

MR. PRESIDENT: I desire to add a few words in confirmation of all that has been said in honor of our friend, the lamented Captain MARSHALL.

His unwavering support of the Government in the darkest hour of our nation's peril, his patriotic devotion to the cause of our country, was manifest to all who knew him. He regarded the war of rebellion as war against the rights of our common humanity. So ardent was he, that on one occasion I heard him say no man should give more than himself to maintain the Union and defend the Constitution and the laws that made us a nation.

Mr. COOPER added, referring to the allusion made by Mr. COWDIN to the presence, in the city, of Mr. HANDEL COSSHAM, that this distinguished gentleman would address the citizens, the next Saturday evening, at the Cooper Institute.

The question upon the resolutions was then taken, and they were unanimously *adopted;* and it was

Ordered, That the proceedings of this day be entered at length upon the minutes of the Chamber, and a copy be transmitted to the family of the deceased.

A true copy, from the minutes of the Chamber.

JOHN AUSTIN STEVENS, Jr., *Secretary.*

RESOLUTIONS *adopted by the Executive Committee of the Chamber of Commerce (of which Captain* CHARLES H. MARSHALL *was Chairman) at a meeting held October* 4th, 1865.

This Committee having, since our last meeting, been bereaved by death of its late honored Chairman, CHARLES H. MARSHALL, Esq.,

Resolved, That we desire to record our testimony of his great worth as a merchant and a man, and to his steadfast and exemplary adherence to the dictates of sound and enlightened principles of

patriotism and of duty, in all his relations and acts, as a member of this Chamber, and as the Chairman of this Committee.

Resolved, That his honorable and successful career affords encouragement and example to those who shall follow him in the walks of mercantile life.

Resolved, That a copy of these resolutions be forwarded to the family of the deceased.

A true copy: JOHN AUSTIN STEVENS, JR.,
Secretary.

TRUSTEES OF THE SAILOR'S SNUG HARBOR.

At a meeting of the Trustees of the Sailor's Snug Harbor, held at the rooms of the Chamber of Commerce, on Monday, September 25th, 1865, the death of Charles H. Marshall being announced, it was, on motion—

Resolved, That it is at once a duty and a privilege to express to the family of the deceased, the profound sorrow which this event excites in the mind and hearts of his former associates and co-laborers in this institution; that every member of this Board feels a personal loss in the departure from this life, of one who has been long dear to them—the friend of his fellow-men, and especially of the unfortunate sailor, who was here the object of his care.

Resolved, That we will ever cherish the memory of Captain Marshall, because he was faithful to the trusts reposed in him—an example of punctuality and constancy in the discharge of his various duties, generous in his impulses, prompt to relieve suffering, a good citizen, a fervent patriot; and testify our admiration of his character, as a man and a Christian, by inscribing the above on our book of minutes.

Resolved, That a copy of the foregoing be sent to the family of the deceased, in whose great bereavement we sympathize and mourn.

By order of the Board:

W. L. Greenleaf, *Secretary pro tem.*

CONTINENTAL NATIONAL BANK.

At a special meeting of the Board of Directors of the Continental National Bank, held on the 25th day of September, 1866, to take action in regard to the death of C. H. Marshall, late Vice-President of that institution, the following resolutions were adopted:

Resolved, That while we recognize the fact that our late associate and Vice-President, Charles H. Marshall, was well known in this city and throughout this country as a merchant of the strictest integrity and honor; as a citizen watchful of the public interests, and active in well-directed efforts to promote the public good; as a patriot whose love of country made him an influential leader in her cause during the great struggle against rebellion; as a friend whose counsels and sympathies were followed by generous aid to the worthy in times of need; and as a Christian gentleman who desired and was ever ready to promote the highest interest of mankind, while in his personal intercourse with men he was careful to avoid or quick to redress an injury, we feel that this is no occasion for the language of eulogy; but while we bow in submission to the will of Him who does all things well, and has removed our late associate and friend from us forever, we here record our great sorrow at the separation, and our sympathy with his bereaved family.

Resolved, That a copy of the foregoing resolution be communicated to the family of the deceased.

U. A. Murdoch, *President.*

C. F. Timpson, *Cashier.*

UNION LEAGUE CLUB, OF THE CITY OF NEW YORK.

At a special meeting of the Union League Club of the City of New York, held on the evening of September 25th, 1865, to take action in regard to the death of the late Charles H. Marshall, President of the Club; Mr. Samuel B. Ruggles, Vice-President, in the chair—

The Vice-President spoke briefly on the early life of Captain Marshall, and of his first voyage in the "Julius Cæsar," when the Captain received his first impressions of slavery on the Isle of France (the home of Paul and Virginia), where the slaves were flagellated and branded. Ever since that time the deceased was a consistent and persistent opponent of slavery. He made many pleasing allusions to the course of Captain Marshall and his unswerving loyalty.

Dr. Francis Lieber made a brief address, of a similar import.

Mr. George W. Blunt moved the following resolutions, which were adopted:

Resolved, That the Club have received with deep regret the intelligence of the death of Captain Charles H. Marshall, our much-esteemed President, and will attend his funeral as a body, to render their united tribute of respect to his memory.

Resolved, That the Club now enter on their record their high appreciation of the merits and virtues of Captain Marshall, from his early boyhood, as a sailor, working his way steadily and honorably onward and upward, to the high position he occupied among the most active and successful commanders in our mercantile marine, and his eminent standing as one of the most influential

shipowners of the United States; they take pleasure in bearing testimony to his energy and professional skill, to the dignity of his personal bearing, to the kindness and generosity of his private life, to his manly resolution of purpose, and his outspoken and fearless independence on all occasions. They particularly recognize his constant and zealous devotion to the interests of our seamen and marine, peculiarly illustrated in the efficient aid, at a former period of our commercial history, in managing the fleet of packet-ships with which his name has been so honorably connected, and at a later day vigorously coöperating in abolishing the pilot monopoly in the harbor of New York, and establishing in its stead the present efficient system of pilotage through which the value of our great national city as a safe and accessible port has become so firmly settled.

But it is in a national point of view that the Union League Club would more emphatically attest their sense of the unwavering devotion of Captain MARSHALL, from his early manhood to the day of his death, to the great cause of human freedom; and, above all, would they express their appreciation of his resolute and uncompromising adhesion under every emergency to the American Union, manifested by his generous and energetic support of the Government in all its efforts to sustain the great national authority in putting down the late rebellion.

Finally, we rejoice that our lamented friend was permitted by a gracious Providence, in the evening of his days, not only to live to see the national Union, to which he had exhibited such fidelity, reëstablished in the plenitude of its undisputed power, but also to exchange on both sides of the Atlantic his personal congratulations with the friends of American nationality, on the preservation of the great political structure so important to the peace and happiness of the human race.

Resolved, That a copy of these resolutions, duly attested, be transmitted to the family of our departed friend and associate.

MARINE SOCIETY.

At a meeting of the Marine Society, held at the underwriters' room, corner of Wall and William Streets, October 9th, 1865, the following preamble and resolutions were unanimously adopted:

Whereas, it has pleased our heavenly Father, in His inscrutable wisdom, to call from our midst by death our much-esteemed President and associate; Captain Charles H. Marshall, whose name was widely and everywhere favorably known in connection with the commercial marine of this port, and whose coöperation and counsel in the management of the affairs of the different sailors' institutions have been invaluable, and whose truly Christian integrity of character and kindness of heart has endeared him to us all: therefore

Resolved, That in the death of our late President and co-laborer we recognize the hand of Him who doeth all things well, and we desire to acquiesce in the dispensation of Divine Providence, in permitting him, our President, to remain so long amongst us.

Resolved, That in the death of Captain Charles H. Marshall, who was for twenty years our presiding officer, and by whose constant care and watchfulness we have greatly increased in members and funds, we have suffered a great loss, and that it will be difficult for the Society to fill the place made vacant by his death; and that every widow of this Society has thereby lost a guardian and protector; and that every sailor in the land, from the cabin-boy to the master, has lost a kind and good friend.

Resolved, That this Society do deeply and sincerely lament and deplore the decease of our esteemed and valued President, associate, and friend, and that we cordially and tenderly sympathize with the greatly stricken and afflicted family and relatives of the deceased, and that we ask for them the blessing of Him who alone can bind up the broken in heart, and comfort the stricken in sorrowing.

Resolved, That the Secretary cause a copy of the foregoing preamble and resolutions to be suitably engrossed, authenticated, and transmitted to the family of the deceased, and that they be published in the daily papers.

John M. Ferrier, *First Vice-President.*

Joseph Tinkham, *Secretary.*

SEAMEN'S FUND AND RETREAT.

At a regular monthly meeting of the Board of Trustees of the Seamen's Fund and Retreat, held on Thursday, October 12th, 1865, at their office, No. 12 Old Slip, the following preamble and resolutions were offered by the President, R. J. Thorne, and unanimously adopted:

Whereas, we are again called upon to recognize the hand of an overruling Providence in the removal by death of Captain Charles H. Marshall, who was at the time of his decease and for many years preceding a member of this Board, and well known to and justly appreciated by every one of us: therefore

Resolved, That we cannot but lament as a public loss the departure of one who was so long and so prominently a servant of the public in the various offices which he held with so much credit to himself and advantage to all concerned.

Resolved, That we cherish the recollections of his many excellent qualities of mind and heart, his promptness in responding to the call of duty, his large charity for the suffering, and his earnest sympathy with every thing which promised to ameliorate the sad condition of seafaring men, with whom the larger part of his active life had been spent.

Resolved, That the career of Captain Marshall illustrates the glory of republican institutions. Having sprung from comparative poverty and obscurity, by the force of his indomitable will and his devotion to business, he raised himself by his own exertions to a position as a successful merchant second to no one in all the elements of integrity, force of character, and practical wisdom.

Resolved, That we cherish with special pride and gratitude the memory of the earnest patriotism which led him joyfully to accept of any personal sacrifices which might contribute to strengthen the

hands of the Government in its late fearful conflict with armed treason, and that we rejoice that his life was spared to witness the triumph of the loyal arms and the reëstablishment of free institutions over the length and breadth of the land.

Resolved, That we tender to the family and relatives of the deceased our sympathy with them in their sore bereavement.

Resolved, That a copy of the foregoing resolutions be sent to the afflicted family of the late Captain MARSHALL by the Secretary of this Board, signed by the President and Secretary.

R. J. THORNE, *President.*

DOUGLAS CAIRNS, *Secretary.*

SOCIETY FOR THE RELIEF OF THE DESTITUTE CHILDREN OF SEAMEN.

At the monthly meeting of the Board of Managers of the Society for the Relief of Destitute Children of Seamen, held at the "Home" on Staten Island, on Friday, October 6th, the death of their warm friend and able adviser, Captain Marshall, was mentioned by the First Directress, and the following resolution was passed, with directions to the Secretary to send copies to the family of Captain Marshall, and to several of the daily papers:

Resolved, That this Board has heard with great grief of the death of their warm friend, their able and reliable adviser, their liberal contributor, and their successful advocate, Captain Charles H. Marshall, who has, from the commencement of this Society, been untiring in his efforts in our behalf; who, understanding the wants of the sailor and of the family of the sailor, has never hesitated to give them his warmest sympathy, his conscientious advice, and his generous assistance; and it is their earnest prayer that the same kind Providence that made him their friend, may raise up for us those who will possess the same noble spirit, and exercise the same active benevolence.

By order of the Board:

S. I. Bement, *Secretary.*

DELAWARE, LACKAWANNA, AND WESTERN RAILROAD COMPANY.

At a meeting of the Board of Managers of the Delaware, Lackawanna, and Western Railroad Company, at the Office, No. 35 William Street, New York, on Friday, September 29th, 1865, among other proceedings, the following took place:

It having pleased Almighty God, in the exercise of His wise dispensation, to remove, by the hand of death, our esteemed associate, Mr. Charles H. Marshall, and this Board being desirous of expressing its sense of the loss it has thus sustained: be it therefore unanimously

Resolved, That, while bowing to the inscrutable wisdom of that Providence which has taken away one of our most devoted members, we entertain a profound sorrow for so great a privation. As a manager of this Company, Mr. Marshall always labored to discharge the trusts and promote the interests committed to his care, uprightly and faithfully. As an associate, he has earned our highest respect and esteem, by the exercise of those qualities which serve to cement friendship and lend a pleasure to business intercourse. As a man, his character for patriotism, integrity, and devotion to duty, secured for him an enviable position among his fellow-citizens, who, in his death, will find a common grief.

Resolved, That we sincerely sympathize with his family in their bereavement, and that the Secretary be instructed to transmit to them a certified copy of these proceedings.

Resolved, That these resolutions be entered at length on the minutes of this Board.

A. J. Odell, *Secretary.*